The New-York Times.

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THE NEW NORTH-WEST.

THE RED RIVER OF THE NORTH.

A PLAGUE OF MOSQUITOES—FERTILITY OF THE RED RIVER VALLEY—INDUCEMENTS TO EMIGRANTS.

From a Special Correspondent.

MOREHEAD, Red River, Thursday, July 17, 1873.

Your readers who have fished in Adirondack swamps, or lived on New Jersey flats, may fancy they know something of mosquitoes, but it is all a mistake. These creatures here rise in a cloud; they are terrible to man and beast; they make sleep unendurable without a netting. People carry mosquito netting in this region in their pockets, as they do handkerchiefs elsewhere. I saw men digging at a road-track, each with his pocket head-net and thick gloves, and even then they could hardly get on with their work. A gentleman at Duluth told me they used to be as plenty there, (though now they have mainly disappeared,) and that it was considered as much a piece of etiquette to take off your coat and shake it, before entering a friend's house, as it would be now to wipe the feet. My excellent friend, Rev. Dr. Rodgers, undertook to address a religious meeting recently at Hawley in the evening, and both he and the audience were fairly driven out by these little pests. I heard one authentic instance of a saw-mill stopped by mosquitoes. It was the workmen, however, and not the machinery which was impeded. Horses are not unfrequently killed by them. A gentleman told me, yesterday, that in a hard day's ride he is often obliged to stop and clean the nostrils of his horse of these insects, while the hide is black with them.

The Red River Valley is a rich, monotonous valley in a fertile prairie, with a small belt of timber skirting the stream. It comprises an area of 38,000,000 acres. The most striking feature in it is its direction. A large river running north is a new geographical phenomenon to us of the States. The statement has been often made, but it never ceases to impress, that on the North Pacific in one day you cross the waters emptying into the Gulf of St. Lawrence, the Gulf of Mexico, and Hudson's Bay. The importance of this river is its connection with Manitoba and all the fertile, unworked country on the Saskatchewan. In fact, all the supplies for that portion of British America and the Hudson Bay stations, even to Fort Edmonton and the Rocky Mountain House, come by the North Pacific and the Red River. The duties alone on the freight for this region amounted last year at Duluth to over $500,000, and in six months 5,000,000 pounds of freight were carried. A gentleman from Fort Garry told me that formerly he was three weeks in reaching that place from the American settlements, while now he was only three days. He says nothing can surpass the fertility of the Red River Valley near Fort Garry; the crops of wheat are enormous and the gardens equal to the best English gardens. They are all hoping to have a connection of their own now direct with Canada by a railroad from Fort Garry, around Lake Winnepeg, east to Lake Superior, and finally perhaps to connect with the Canadian railroad system.

Your readers have already heard that $18,000,000 have been pledged by the British Government for this, in part as endorsement of bonds, and as compensation for claims for Fenian raids. I find the Canadians have great faith in the ultimate building of the Canadian Pacific, but how that or even this other road could be supported as yet is difficult to see, as the whole population of this region does not exceed 90,000. Railroads in new countries seem often like other works of civilization—to be made to enrich posterity, while they impoverish their constructors. In this case, however, the British Government would probably aid the construction for political reasons. And no doubt an empire is opening in the new North-west, of which most persons at a distance have little conception.

To those emigrants who can defy mosquitoes in Summer and severe cold in Winter this region offers great attractions. The yield of wheat will average twenty bushels to the acre, and often reaches thirty-five or forty bushels. Good lands can be bought in a "colony" near the road for $4 to $7 an acre. Similar wheat lands in Illinois would be worth $25, and in Iowa $15 an acre; yet these are nearer a port of export (Duluth) than the best lands of Illinois or Iowa are to Chicago. It is a remarkable instance of the profits of wheat raising in Minnesota that a scientific farmer, Mr. Dalrymple, near St. Paul, has made during the past ten years an average net profit of $10 per acre on 2,000 acres, or $20,000 per annum. Of course, small wheat-growers could not expect so large an average profit. Many advantages are offered to the colonist here in the settlements already begun. Glyndon, Tevoll, Hawley, Morehead, and Fargo are villages apparently well founded. A considerable town must spring up eventually on the Red River.

The objections to the emigrant are the want of good water, of wood, and the cold Winters. Even as far back as Brainerd, I was told that the surface-water flowed into the wells, and that there was poor drainage. Still, those living near the Mississippi or the Red River will get filtered river water, and others will sink deep wells. In regard to wood, this can be furnished here by the road at $5 to $7 the cord, and lumber from $24 to $45. The vast forests a hundred miles east, will supply this want. The old settlers nearly all agree in liking the Winters, despite the cold. They find them healthy and invigorating. The tables of mortality show a very healthful condition of the population. In 1870 there were 180 consecutive days without frost, and 129 in 1872. In that year oats ripened in ten weeks from sowing, and potatoes in ten to eleven weeks.

THE FORT GARRY KIDNAPPERS.

I am here near the scene of this ridiculous adventure, and though by the time this reaches you it will be an old story, I cannot refrain from a few words on it. There is something in this climax consistent with the good luck of that most accomplished swindler "Lord Gordon-Gordon." After having "diddled" the sharpest man in Wall-street of some hundred thousands, as if he were a country bumpkin, and then (it is believed) swindled the respectable North Pacific of some thousand acres, he is enjoying country air and society in Fort Garry, where he would have speedily been arrested by a writ from England for divers swindlings there, when two Americans who are too eager for the reward offered, at once make a here of him and give him an opportunity to escape both warrants in a halo of glory.

The simplicity, too, of the whole affair has something "child-like and bland" about it. The two Americans, who could easily have made a turn in the prairie and escaped the border-watch, forgetful of the existence of such a thing as international law, carry their British captive in triumph right by the guard. And some respectable American gentlemen from Minneapolis, thinking it all a fine lark to beard the lion in his den, go a few hundred miles out of their way to see the fun, and are quite surprised that kidnapping a British subject is an offense against British law, and that they must reflect on their folly in a jail. Then, to cap all, the American Consul defends the raid, on the ground that an attorney or bailor may capture his bailee wherever he can find him, *vi et armis!* The only thing not ludicrous about the affair is that it may create bad feeling between Manitoba and Minnesota, two communities much dependent on one another.

Amid all the hubbub, "Lord Gordon" undoubtedly will escape to some other infantile and Arcadian community, which he will again skillfully fleece.

C. L. B.

THE ATLANTIC YACHT CLUB CRUISE.

THE SAIL DOWN THE SOUND—HOW THE YACHTSMEN SPENT THE SABBATH.

From Our Own Correspondent.

LAURELTON HALL, Cold Spring Harbor, Sunday, Aug. 3, 1873.

The following yachts, comprising the fleet of the Atlantic Yacht Club, assembled at Whitestone, Long Island, yesterday afternoon, under the command of Commodore Maxwell, to take part in the annual cruise, viz.: the schooners Peerless, Commodore Maxwell; Mystic, W. G. Creamer; Agnes, L. Fish; Eddie Vice Commodore Monsell; Sea Witch, Mr. Stott. Sloops Orion, W. Cooper; Nymbus, ex-Commodore Peet; Stella, Capt. Lyman; Nellie G., Walter Man; Alert, H. K. Vail. At 2:30 the first gun was fired from the Commodore's vessel as a signal to the fleet to prepare to start, and fifteen minutes later the second gun boomed out the order to weigh anchor and get under way for Laurelton Dock, Cold Spring Harbor, which was the first stopping-place. The first to get away was the Agnes, who was followed by the Peerless, Eddie, and Mystic, with the Orion, Stella, Nymbus, Triton, and Nellie G. coming next in close order. The wind, which was from the south south-west, blew sufficiently strong to send the yachts bowling along at a lively gait, with a promise that quick time would be made in the run down to the harbor, where the fleet was to lay to over Sunday. This promise was fully borne out, for after a most agreeable sail down the Sound the haven of rest was reached shortly after 5:30 P. M., the fleet rounding to off the Laurelton Hall Hotel, in Cold Spring Harbor. The Agnes was the first ship to let go her anchor, although she was but a few seconds ahead of the Peerless and Triton, with the rest of the fleet following in about the same order as was observed at the start, each boat firing a gun as her anchor slid into and through the water. The guests of the hotel turned out in full force on the dock to witness the arrival of the fleet, and in the evening the owners of the various yachts and their friends visited the hotel, where a hop was improvised and other amusements inaugurated, to the general satisfaction and entertainment of all concerned, the festivities being kept up until nearly midnight.

This morning the day opened bright and sunny, indicating that another excessively hot day was before us; and so it turned out, making locomotion a thing not to be thought of. The feature of the day was the divine services on board the schooner Seawitch, to which the guests staying at the Laurelton Hall Hotel were invited. The attendance, particularly of the ladies, was such as to tax to the utmost the capacity of Capt. Stott's vessel. The owners and guests of the other yachts of the fleet were also present, with hardly a single exception. Rev. Joseph T. Duryea officiated, and, at the conclusion of the prayers, delivered a sermon, which was listened to with great attention. He chose for his text the sixteenth chapter of Matthew, second and third verses:

"He answered and said unto them: When it is evening ye say, It will be fair weather; for the sky is red.

And in the morning, It will be foul weather to-day; for the sky is red and lowery. O, ye hypocrites, ye can discern the face of the sky; but can ye not discern the face of the times?"

At the conclusion of the religious services the boats of the fleet were brought into requisition, and visits made to the various yachts, when the merits of each were talked over, and the appointments and decorations descanted upon and admired.

The fleet remains here over to-morrow (Monday) to allow the different yachts to take part in the regatta which is to take place under the auspices of the inhabitants of Oyster Bay and Cold Spring, who present two handsome prizes to be sailed for, one for schooners, and one for sloops. In addition to the yachts of the Atlantic fleet, all of which it is expected will start, many belonging to the Seawanhaka Yacht Club have signified their intention of taking part in the contests of the day. In the evening an entertainment will be given at the Laurelton Hall Hotel by the proprietors and guests to the members of the fleet, which, judging from present appearances, promises to be a most complete success. The hotel, which is under the management of J. B. Cozzens, was opened on the 1st of July, and, although even now scarcely completed, is already taxed to its utmost capacity to furnish accommodation, so numerous are the guests. The neighborhood is all that could be desired by persons wishing to get away from the busy life and turmoil of the City, and being situated close to the water of the harbor, is soon to become a favorite resort during the heated term. It is fitted with all the modern improvements, and can furnish quarters for over 150 guests. The harbor, too, affords a splendid anchorage for yachts, being somewhat in the form of a horseshoe, with high hills all round, thus furnishing a complete shelter, and tending to attract a second visit from those who have once visited it.

POST-OFFICE CHANGES.

WASHINGTON, Aug. 3.—The following postal changes were made during the week ending Aug. 2:

New-England.—Postmasters appointed—Thomas Wilson, East Rumford, Oxford County, Me.; L. A. Bowler, North Palermo, Waldo County, Me.; Stephen S. Leavitt, Craftsbury, Orleans County, Vt.; Martin Shattuck, Eden, Somerville County, Vt.; Hiram Joy, Harvard, Worcester County, Mass.; Miss Harmony Putnam, Sandesfield, Berkshire County, Mass. An office has been established at Mount Wachusett, Worcester County, Mass., and Darius A. Putnam has been appointed Postmaster. The office at Greensboro, Orleans County, Vt., has been changed to Greensboro Station.

New-York.—Postmasters appointed—Jonas Prentice Chenango Bridge, Broome County; John H. Hammond, Hunt's Corners, Courtland County. The office at Choconut Centre, Broome County, has been discontinued.

Pennsylvania.—Offices established—Conewago, Lancaster County, Abraham H. Gants, Postmaster; Leetsdale, Allegheny County, Chas. W. McCormick, Postmaster; Ritchey, Clinton County, E. H. Ritchey, Postmaster; Tallmanville, Wayne County, A. D. Campbell, Postmaster. Postmasters appointed—Wm. McLaughlin, Barnhart's Mills, Butler County; Robert J. Spangler, Caledonia, Elk County; A. L. Kyle, Forestville, Butler County; John J. Glasgow, Glen Hope, Clearfield County; William A. Donaldson, Lake Pleasant, Erie County; John Stephens, Middlefort, Schuylkill County; Jesse L. Barnett, Ryerson Station, Greene County; George H. Berry, South Creek, Bradford County.

Maryland.—Offices established — Croome Station, Prince George's County, with Wm. W. Dudley, Postmaster; North Keys, Prince George's County, H. H. Sasser, Postmaster. Postmasters appointed—James E. Graham, Church Creek, Dorchester County; Columbus H. Isaacs, Glenely, Howard County; James A. Moore has been appointed Postmaster at Harrington, Kent County, Delaware.

EMOTIONAL INSANITY—SHOT BY HIS WIFE.

LOUISVILLE, Aug. 2.—A Mrs. West shot her husband in a street-car in this city yesterday afternoon, inflicting a severe wound. The parties came to this city from St. Louis a few days since, and secured rooms at a hotel. On Friday the wife secretly left town and started for St. Louis, but was arrested under an order by telegraph, and brought back. Yesterday, while going home together in a street-car, the woman suddenly drew a pistol, placed it directly against her husband's person and fired, when the other passengers interfered and she was disarmed. The husband asserts that his wife is subject to attacks of emotional insanity, and went her bail. The ball ranged round the rip, and has not yet been found. The victim is J. S. West, who formerly lived in this city.

COLORADO.

CONDITION OF THE CROPS IN THE TERRITORY.

THE IRRIGATION QUESTION—GRAIN-YIELD PER ACRE—THE PROMISE FOR THE PRESENT SEASON.

From Our Own Correspondent.

DENVER, Tuesday, July 29, 1873.

The discovery that anything would grow in Colorado was a mere chance. Its early settlers, dating back only to 1858, were gold-seekers and traders, and no one dreamt of homes or farms in what was then known as the Great American Desert. No one looked for the earlier and latter rain, or in fact for any rain at all, and "seed-time and harvest" were not supposed to be in the future calendar of this country. A few kernels of wheat got lodged with the boxes and bales of a Pike's Peak wagon-train that arrived in Denver in the Summer of 1859. They were thoughtlessly brushed aside, and a few weeks later the denizens of the cabin were delighted to find two spears of wheat in their door-yard. It is a question whether any other State or Territory can trace its first crop so precisely. But we have the facts for it. This accidental discovery did not, however, lead to any important farming efforts for some time after. The few who did farm it up to 1865, confined their experiments pretty much to a small ranch here and there on the South Platte, near Denver. The main reason for this was the expectation that things could grow only close to the river side, and that by constant flooding; and then there was the dread of Indians and unsettled markets. There was no temptation to "branch out" in the farming business so long as the mines, the object of everybody's coming, were producing well. It was when these began to fail, and the tide was receding toward the Missouri that many a luckless one who stayed behind only because he was "strapped," began to settle back to first principles—bread and beef—and to study how to keep from starvation. Besides, the Indians had got into the way of intercepting the freighting teams and shutting off supplies, season after season. So, as a matter of necessity, people began to plant, and to irrigate in a rude way, gradually extending their operations along the slopes wherever they could get water to flow. These efforts were surprisingly rewarded. And it is a noteworthy fact that all the pioneer ranchmen of Colorado who have stuck to their business are wealthy. There are scores of such residing along the South Platte and its tributaries, Bear Creek, Big Thompson, Cache la Poudre, Clear Creek, in Northern Colorado; and on the Arkansas and its tributaries, Fountaine Qui Brille, Las Aminas, Huerfano, and St. Charles, in Southern Colorado.

The agricultural capacity of Colorado is no longer a matter of doubt. The valleys are of a rich vegetable loam; the uplands or plains of a coarse, sandy loam, rich in the phosphates washed from the minerals of the mountains. While the bottom lands generally do not require irrigation, this is almost invariably resorted to, and there are very few ranches (or farms) in Colorado where crops are raised without it. It makes the yield sure and abundant. On the uplands no farmer expects a harvest without irrigation, though last season, with its unusual rain-fall, such a thing was possible. The fact that irrigation is required has been the greatest drawback to the immigration of that very class who could do Colorado most good—farmers; and when the subject is well understood, as it now is beginning to be, one important disadvantage to the settling up of this great territory will be removed. The Territorial Agricultural Society, with its county and township auxiliary societies, has lately inaugurated concerted action, and so-called "irrigating conventions" are just now a matter of more interest to intelligent Coloradans then political conventions. The City Council of Denver, also alive to their necessities, have appropriated $5,000 for the sinking of an Artesian well on the bluffs back of the city, with the design, should that prove successful, of calling for a special election to vote water bonds to the amount of $100,000 for prosecuting similar enterprises in other parts of the city, in connection with irrigating canals. The interest in this subject has, of late, become all the more absorbing from the fact that the single canal that now supplies Denver, under a contract of $40 per day, is found totally inadequate; and many beautiful gardens and thousands of shade-trees have perished the past two months for want of water. How to obtain a regular and abundant supply of water is, therefore, the great inquiry, not only of the towns but of all the settlements of the Territory. The Territorial Government, co-operating with the farmers' clubs and the Board of Immigration, are now actively devising means by which all the desired ends may be secured.

It has been suggested that the General Government be petitioned to pass a law donating one-half of the public lands reclaimed to the person or persons who shall supply reliable means for their ample irrigation, the grants being in alternate sections, as to railroads, and that the Government land under irrigation be doubled in price and sold only to actual settlers under the Pre-emption and Homestead laws; and that railway companies pursue a similar policy, or secure the irrigation of their lands by direct appropriations for the purpose. It is contended that the action of the Government in the reclamation of the Mississippi Valley swamp-lands furnishes a precedent for legislation in favor of irrigation. The Territorial Legislature, which convenes in January, will also be memorialized on this subject, and a bill introduced providing for the appointment of Irrigating Commissioners for different districts of the Territory, who shall have power to lay out canals and construct reservoirs, assessing the property benefited for the construction and maintenance of the same. A committee of prominent citizens is now at work devising ways and means, and investigating the methods used in New-Mexico and California. They are expected to present a plan of operations at the annual meeting of the Colorado Farmers' Union, Nov. 6, 1873.

The "lay of the land" is exceedingly favorable for irrigation in Colorado. There are numerous divides running from the mountains across the plains. The streams, if taken in the foothills, can be conveyed along the summit of these divides and tapped here and there, covering thousands of acres on either side. In this way the Platte Water Canal was taken out twenty-four miles above Denver, and supplies that city and the intervening farms with water. So with the canals from the Cache La Poudre and Big Thompson at Greeley, from the Platte at Evans and Green City, from the St. Vrain at Longmont, from the Arkansas at Pueblo, and from the Fountaine at Colorado Springs. Lately an incorporated company has been formed to take a canal from the Platte cañon to the head waters of the Republican. This will reclaim a vast area in Arapahoe, Douglas, and Greenwood Counties, taking in many settlements along the Kansas Pacific from Denver to Kit Carson. a strip of country 100 miles long by twenty wide, heretofore practically barren.

The question is often asked what grains and fruits, if any, will grow in Colorado. The past six years' experience furnishes a reply. All grains, except corn, produce abundant crops; so with vegetables and the smaller fruits. The nights are too cool in Northern Colorado, and the season too short, for corn to mature. But in the Arkansas Valley of Southern Colorado it is successfully raised. The average yield to the acre, year in and year out, of the principal grains in Colorado has been found to be as follows: Wheat, 28 bushels; oats, 40; potatoes, 150; corn, 25, and barley, 35. But the "premium" crops are far above this. For three successive years the sworn reports at our Territorial Fair have shown wheat that run from 67 to 73 bushels per acre; corn, over 200 bushels, and potatoes, 400. Onions, cabbages, turnips, pumpkins, squash, and beets grow to enormous size. A cabbage of eighty-two pounds weight was last year sold in the Denver market. The smaller fruits, strawberries, raspberries, currants, and gooseberries, are cultivated with great profit. So with tomatoes, cucumbers, melons, asparagus, radishes, spinach, &c. The markets of Denver, Pueblo, and the colony towns and mining camps are supplied from neighboring gardens. In the matter of fruit, not much can yet be said. The experiments thus far made indicate that apples, grapes, and the hardier fruits will do well; but for the present Colorado will have to depend on California, Kansas, Missouri, and Michigan, as now.

The crops of Colorado are getting noted for quality as well as size. Its wheat is shipped to St. Louis and Chicago and converted into fancy flour; and the home mills throughout the Territory, about twenty in number, have nearly all of them filled orders for export. The Littleton Mills, near Denver, last Spring shipped twenty car-loads of flour to Boston and Buffalo. In all the markets of the Territory Colorado flour is quoted regularly from 50 cents to $1 per hundred above the best brands of Illinois or Kansas. The wheat crop of last year is estimated at 950,000 bushels, but about one-half of this was exported, leaving a short supply for home consumption, which was made up by the importation of Utah wheat and considerable quantities from the Rio Grande country, in New-Mexico.

Crops generally throughout Colorado this season do not promise an average yield. The grasshoppers appeared in time to almost destroy the early fruits and vegetables all over the Territory; and that, with an extraordinary dry spell in June and the failure of the irrigating ditches in the vicinity of Denver, brought to this section a complete blight. Many gardeners who habitually brought to Denver during the season, from 4,000 to 10,000 quarts of strawberries, this year had scarcely any. The price, usually from 15 to 25 cents per quart, ruled 65 to 80. It is estimated that $100,000 will not supply the loss which grasshoppers and the drouth inflicted on fruit and vegetation in the vicinity of Denver alone.

Early in July the grasshoppers left, and during the latter part of the month the abundant rains filling the streams, afforded a good supply of water through all the irrigating canals. The remedy, however, was scarcely early enough to do any good. It is now about harvest time. The wheat crop, the principal one of the Territory, will fall below that of last year, although the area sown was about twenty-five per cent. greater. The price, $2 75 to $2 50, remains firm. Utah and Kansas wheat will again come in requisition before Winter sets in. Barley, oats, and, in Southern Colorado, corn also, show a light crop. Potatoes, owing to last year's supply running out, are thus early being brought into the market in large quantities. Denver has just experienced a potato famine. The price, for a week, ran up to 12 or 15 cents per pound, and, singularly enough for a section of the country where such commodities are supposed to be in fair supply, for the first time since the days of Pike's Peak excitement Coloradans have felt too poor to buy potatoes. The price has now settled back to five cents per pound. One and a half to two cents has been the market price usually.

Colorado will draw largely the next few months for breadstuffs from California, Utah, and the Mississippi Valley country. Her population the last two years has fairly doubled, and cannot now be far from 150,000. An intimation of how great our wants will be may be gathered from the fact that in the first six months of 1872, with two-thirds the present population, there were imported by the Kansas Pacific Railway alone 2,585,939 pounds of flour and meal, 9,476,139 pounds of corn and oats; and by the Union Pacific, 1,000,000 pounds of fruit. All this was for Colorado consumption. And then this is becoming more and more the supply centre for the neighboring Territories, which will not for some time be self-sustaining. There are the mining camps settling up fast; the new Mount Lincoln district, with its population of 5,000, receiving constant accessions; the San Juan, Hardscrabble, Gold Hill, and other districts, drawing hundreds of new-comers daily. All these, and the throng of emigrants, tourists, and invalids, must be fed. So there is every prospect that the greatly-increased gold and silver product of Colorado the present year will scarcely more than pay for the increased breadstuffs that she will have to import.

BY MAIL AND TELEGRAPH.

Patrick Barnes, laborer, died in Providence, R. I., of sun-stroke on Saturday.

A slight shock of earthquake was felt in Santa Fé, New-Mexico, about 10 o'clock P. M. on Saturday.

The first rain at Santa Fé, New-Mexico, of any consequence during the present season, fell on Saturday night.

Charles Hann, a German, twenty-one years of age, was drowned while bathing in Coe's Reservoir, Worcester, Mass.

An Indiana family traveled twenty-four hours continuously in their farm-wagon to attend a circus.

Secretary Richardson arrived at the West End Hotel, Long Branch, from Washington, yesterday afternoon.

Preparatory work for the construction of the Hudson River Bridge at Poughkeepsie is now in progress. This week the boring for a foundation for the piers will begin.

Yesterday morning William Dougherty left home in Philadelphia, at an early hour, and shortly after was found insensible by a policeman, and taken to the hospital, where he died of spotted fever.

The Milwaukee (Wis.) *Sentinel* reports that Hon. C. A. Eldridge, M. C., has been spending some of his back-pay in that city during the past few days.

Drunken roughs assaulted the police on Federal Hill, Providence, R. I., on Saturday night, and pistols were used to quell the riot. Five of the mob were wounded, some seriously.

S. P. Dorsey, of Kentucky, who was in Cleveland, Ohio, during the races, and, it is said, had been drinking freely, yesterday jumped from a window in the Forest City Hotel in that city, fifty feet from the ground, and died in a few minutes.

The Buffalo Society of Natural Sciences has received a valuable library of scientific works and $10,000, bequeathed it by the late Coleman T. Robinson. The money is to be invested as a permanent fund for the good of the society.

An Eastern Democratic organ regards it as "amusing to hear a paper like the New-York *Tribune* talk about the 'moribund Democracy,' when the faction it personifies is on ice to prevent putrefaction until buried."

The Philadelphia City Council excursionists reached Denver, Col., on Saturday morning, and have spent the day as guests of the Denver City officials in visiting places of interest. They left yesterday for the mountains and to-day start for Salt Lake.

During a thunder-storm in the adjoining town of Hamden, Conn., adjoining New-Haven, yesterday afternoon, Leverett Holt, a farm laborer, was struck by lightning and instantly killed. He was standing in a doorway at the time. There were no marks on the body.

Capt. H. W. Howgate, of the Signal Service, left Washington last night for New-York, to perfect arrangements for making the telegraphic connection between the Signal Office and life-saving stations on the New-Jersey and Massachusetts coasts, provided for by Congress at its last session.

The Madison (Wis.) *Journal* publishes crop reports from fifty-six points in Wisconsin, sixteen in Minnesota, and a few in Northern Iowa, on the line of the Milwaukee and St. Paul Railroad, received on the 29th of July by the General Manager of that road. They are generally of a very favorable character and indicate a good return from the harvest now in progress.

A saw-mill at Orono, Me., owned by A. G. Ring, was destroyed by fire on Saturday night; loss, $20,000; insurance, $10,000. Two mills adjoining, owned by the same person, were damaged to the amount of $300. The European and North American Railway lose about $3,000 by the destruction of a number of cars and a bridge used for running cars to the mills to be loaded. The fire is supposed to have been the work of an incendiary, as the depot was fired the same morning and slightly damaged.

SOUTHERN APACHES OFF THE RESERVATION.

SANTA FE, New-Mexico, Aug. 3.—It is reported that the Southern Apaches have left their reservation on account of one of their chiefs being arrested for theft, but the troops are after them, and will soon return them to the reservation.

WASHINGTON.

THE MANITOBA DIFFICULTIES.

"FRIENDLY OFFICES" OF THE STATE DEPARTMENT INVOKED—A DISCOVERY BY THE TRANSPORTATION COMMITTEE.

Special Dispatch to the New-York Times.

WASHINGTON, Aug. 3.—Senator Ramsey and Gov. Austin, of Minnesota, accompanied by Marshall O. Roberts, of New-York, as counsel, have had an interview with J. C. Bancroft Davis, Acting Secretary of State, on the subject of the Manitoba difficulties. They asked only that the United States authorities should use their "friendly offices" to secure moderate action on the part of the Canadian authorities. No ground for diplomatic intervention was suggested save the mention of the fact that it was not certain that the alleged kidnappers were arrested on Canadian soil. This view of the arrest was not, however, pressed. The State Department gave no assurance that any representations would at present be made by our Government to the Canadian authorities. In any event, unless the arrest was made in violation of international right, this Government cannot go beyond the use of its good offices.

MAIL DELIVERY BETWEEN RAILROAD STATIONS AND POSTAL OFFICES.

It is understood that the Senate Select Committee on Transportation have under consideration the propriety of recommending the abolition of free messenger service between the railroad stations and postal offices. Under present contracts all railroads are compelled to deliver mails free at all post-offices within eighty rods of a railroad station. This has become a great burden to railroads, particularly on lines where the stations are very near each other. Besides, it is a practice which, for a considerable period, leaves the mails entirely in the charge of irresponsible persons. On some of the shorter lines of railroad it is represented that one-half of the entire compensation received from the Government for the transportation of the mails goes to pay these messengers. The officers of one railroad company have offered to carry the mails for $100 per mile less, if they can be relieved of this messenger service. Some of the postal authorities recommend that the railroads be relieved of the service, and that the local postmasters be required to receive their own mails at the depot without additional compensation. One of the conditions of this change would be that the Government should have the right of choice in trains upon which the mail shall be carried.

BORDER RAIDS.

A letter has been received at the Treasury Department from the Collector of Customs at El Paso, Texas, stating that on July 13 a band of Mexicans forcibly seized a herd of 600 sheep from under the protection of the Post Commandant at Fort Quitman, which had previously been seized by our Collector for violation of law, and drove them to Mexico. The herdsman was also seized and bound, and conveyed to Mexico. This occurred within ninety-nine miles of El Paso. The Mexican Collector of Customs at El Paso, Mexico, directly across the river, has apologized to our Collector at El Paso, Texas, stating that the act was doubtless caused by ignorance on the part of the Mexicans, and that he hoped the harmony between the two nations would not, in consequence, be disturbed. But the sheep were not returned.

A REMINISCENCE OF THE FRANKING PRIVILEGE.

The railroad companies running out of Washington will, it is understood, cause a bill to be introduced in Congress granting them additional compensation for the transportation of a large amount of extra mail matter during the three months immediately preceding the date of the expiration of the franking privilege.

Dispatch to the Associated Press.

BOND PURCHASES AND GOLD SALES.

The Secretary of the Treasury has directed the Assistant Treasurer at New-York to buy $500,000 of bonds on the second Wednesday, and to sell $1,500,000 of gold each Thursday during the month of August. In all, to sell $6,000,000 of gold and buy $500,000 of bonds.

SUICIDE OF AN OFFICIAL.

J. H. Ripley, a clerk in the Post-office Department, committed suicide yesterday evening by shooting himself in the head with a pistol. He had been in bad health for some time, which caused temporary insanity. He leaves a wife and child.

MEXICAN CLAIMS.

Some weeks may elapse before the United States and Mexican Commissioners choose an umpire in the place of Dr. Lieber, deceased. In this they will act with deliberation, being desirous of selecting some gentleman of eminence having the confidence of both countries, and of undoubted qualification for the important position. The new Mexican Commissioner is now engaged in making his family arrangements. He has already created a favorable impression on those with whom he has been brought in business relations.

THE NEW SILVER DOLLAR.

The coinage of the new trade dollar will now be pushed forward rapidly, especially at the San Francisco and Carson City Mints, where active preparations are being made to coin a large number. In Philadelphia only about 100,000 pieces were coined up to the 31st ult., some time having been lost in trimming down dies and other finishing touches. Now the dies are all perfect and the director of the Mint expects to be able to supply the demand for the new dollar in a very few days.

DEATH OF THE CHIEF CLERK OF THE STATE DEPARTMENT.

Robert S. Chew, Chief Clerk of the State Department, who has been sick with paralysis for several weeks, died this afternoon, aged sixty-two. Mr. Chew was appointed to a clerkship in the State Department from Virginia, and was employed for nearly forty years in that department of the Government.

DETERMINED RESISTANCE TO PROHIBITION.

WORCESTER, Mass., Aug. 3.—On Saturday afternoon State constables, assisted by the local officers, visited a large number of saloons in this city where Schenck's beer is sold, and seized all that could be found, the total amount being about one hundred kegs. Most of the saloons visited were kept by Germans who had already been twice arraigned for dealing in the article, but their stock had never before been taken. Immediately after the seizure, some of the saloon-keepers got in a new stock, and a second seizure was made. In the evening nearly all of the saloons were open and doing business until their stock was exhausted.

THE CHOLERA.

EVANSVILLE, Ind., Aug. 3.—Thirteen deaths from cholera are reported at Carmi, Ill., since the appearance of the disease there. Everything is quiet there at present. Two deaths are reported from Wabash and there was one death in this city to-day.

INDIANAPOLIS, Aug. 3.—There were two deaths from cholera on Saturday. There were no deaths to-day and no new cases were reported.

THE CROPS IN KENTUCKY.

LOUISVILLE, Aug. 3.—The *Courier-Journal* publishes crop reports from twenty-two representative counties in Kentucky. Recent rains brought out the corn and tobacco crops in Eastern Kentucky finely, and both promise well. In the Blue Grass region the corn promises well. Corn and wheat generally are in good condition through the central counties. In Southern Kentucky wheat and corn look well. In Western Kentucky not more than two-thirds of ordinary crops of corn and tobacco are expected, though recent rains have improved the prospect somewhat. The Colorado potato bug has done great damage in the counties adjoining this city.

SOUTH AND CENTRAL AMERICA.

EARTHQUAKE AT VALPARAISO—SEVERAL KILLED BY FALLING WALLS.

PANAMA, July 25—On the 9th inst. rain fell in such torrents in Lima, Peru, as to penetrate all the dry weather roofs of the houses, and create a damage of half a million of dollars. The oldest inhabitant of course never thought such an occurrence possible.

A company has been formed, with the sanction of the Government, for the purchase and exportation of nitrate of soda on a large scale.

A great earthquake was felt at Valparaiso, Chili, at 2:22 o'clock A. M. July 3. The shocks were worse than those of 1837. A great deal of damage has been done to many houses and churches, though nothing to be compared with the last earthquake of San Salvador.

Some few lives have been lost by falling walls, and one lady died from fright. The prisoners tried to break out of jail, but did not succeed. A fire began in the warehouse of Craig & Co., but was soon extinguished.

In Santiago the shocks were severe, but no great damage was done beyond the breaking of mirrors and cracking of some walls. The bells were rung by the vibration. A railway train was stopped by large rocks thrown upon the track.

COLOMBIA.

The Montigo, which was dispatched to put down the revolt at Chiriqui, arrived there on the 10th. The force was disembarked, and succeeded in capturing Copt. Nesiquira and most of his followers. The Montego returned to Panama on the 22d with the prisoners.

About sixty men and officers of the battalion "Sapadones" have arrived here from Bogota to take the place of the "Pichinchas" in protecting the inter-oceanic transit. The majority of the latter battalion, all of whom took part in the late revolution, have been recalled to Bogota.

CENTRAL AMERICA.

Palacias has issued a manifesto at Trajillo declaring himself and the Ministers of his appointment the legitimate constitutional Government of Honduras.

The Minister of Foreign Affairs in Guatemala has addressed a note to Mr. Henry Houden, the United States Consul, complaining that the General Sherman had transported men and arms under the American flag to attack Guatemala and the democratic institutions of that State.

At last accounts the filibusters of the Sherman had not taken Omoa in Honduras.

GENERAL NOTES.

A Western paper reports "a fine, healthy rain" in its locality.

Two men were fined $30 and costs each in Boston, on Saturday, for cruelty to a cat.

An Illinois paper proposes an excursion to raise funds to provide a library for the town jail.

No hope is given of Hon. John P. Hale's recovery, although he continues in a comfortable condition.

Gen. N. P. Banks was robbed of $75 on the train, while going from Boston to Springfield, on Friday night.

The Kentucky giantess with Bailey's circus has been painfully hurt, in Wisconsin, by being upset with her carriage.

The Orient Croquet Club has been organized in Springfield, Mass., and is ready to play for the championship of the city.

Bierstadt has returned to San Francisco from the Sierras, where, the *Bulletin* says, he has been making some superb sketches.

Dr. O. C. DeWolf is a Chicago physician. The sudden and unexpected announcement of his name might startle a nervous patient.

It is now feared that the delirium of Dr. Charles T. Jackson, the eminent chemist of Boston, will take the form of confirmed insanity.

The San Diego (Cal.) *Union* has been enlarged—a good indication of its own prosperity, and at the same time of the growth of the country.

The Cincinnati *Enquirer* describes the new party's candidate for Governor of Ohio as a Peace Democrat in war and a War Democrat in peace.

The Philadelphia *Age* urges Hon. Joseph Lambaugh, of Northampton County, for the Democratic nomination for State Treasurer of Pennsylvania.

Mr. G. W. Burnham, of this City, who gave to Trinity College the bronze statue of Bishop Brownell, has made arrangements for the erection of a monument of Quincy granite to his memory in Cedar Hill Cemetery, Hartford, Conn.

A Pittsburg paper says that the Democratic politicians in Pennsylvania are laboring to secure control of the Farmers' Granges, hopeless of ever being able to carry the State under the Democratic name. But the farmers will probably take care of that.

The Milwaukee *Sentinel* says that of the seventy or eighty Republican papers in Wisconsin it cannot recall the names of more than three that accepted the Janesville speech of Senator Carpenter as sound in logic, honest in practice, or wholesome in doctrine.

A colony of 150 families is being organized in Indianapolis, Ind., with a view to settling in Southern California. Their plan is to purchase not less than 10,000 acres of good farming land, lay out a town in the midst of it, and then allot each member a farm and a block 300 feet square in the town.

Mrs. McArthur, of Los Angeles, Cal., prepared breakfast for her husband, herself, and five children the other morning. Her husband, when he came to the table, found fault with something upon it, whereupon Mrs. McArthur arose and swallowed a bottle of strychnine. She died in about ten minutes.

Two hundred ladies, thinking the men are backward in the promotion of temperance, paraded the streets of Janesville, Wis., on Thursday evening last, in formidable column, and then appeared before the City Council with a petition signed by 1,250 ladies in favor of prohibition. Their reception by the Council, we are told, was courteous but not warm.

Three boys, from seven to ten years of age, were brought before the Mayor of Pittsburg, Penn., on Friday evening, on the charge of disorderly conduct. The prosecutor said somebody told him the names, but he thought there must be a mistake, and the Mayor ordered the boys to be taken home at once, with the suggestion to their mothers that they be put to bed.

George Inman is a music-teacher in Greeley, Col. A few nights ago, as he was riding home his horse stumbled, and he fell, breaking his collar-bone. It was quite dark, no houses were near, and the pain was intense; but he mounted his horse, and rode back three miles, and awoke a surgeon to set the bone. The next day the sufferer was out on the streets, and on the day following pupils were reciting to him as usual.

The German citizens of Texas, without distinction of party, are to hold a convention in Austin on the 7th inst., to consider the condition of political affairs in the State, and secure united and effective action. The call is said to be signed by leading Germans in Galveston, Austin, Brenham, Houston, and San Antonio, and is coincided in by Germans in other portions of the State

NORTH CAROLINA.

THE CAROLINA CENTRAL RAILWAY—THE BROAD RIVER AND ITS SCENERY—STATE RAILROAD MATTERS GENERALLY.

From Our Own Correspondent.

RALEIGH, N. C., Friday, Aug. 1, 1873.

The Supreme Court adjourned on Tuesday last, after sitting for seven weeks. The most important case before the court was that brought by the Attorney General against the Richmond and Danville Railroad Company to restrain the latter from widening the gauge of the North Carolina Road, (which has been leased to the Richmond and Danville Company for a term of thirty years,) from Greensboro to Charlotte. Notwithstanding the cause was thoroughly argued by as able lawyers as the State affords, the court was unwilling to decide the questions presented at this term, and therefore took an advisari, which delays a decision until next February or March. Meantime another suit against the same company has been instituted by Mr. Thomas Webb, an ex-President of the North Carolina Road, in which it is alleged that the charter of the company does not authorize a lease of the road, and therefore, the lease to the Richmond and Danville Company is void *ab initio*. This suit strikes at the validity of the lease, and will probably go to the United States Supreme Court for final adjudication. The injunction granted in April last to restrain the widening of the gauge is still in force, and will remain so until the suit instituted by Mr. Webb is decided. The Legislature meets on the third Monday of November next. It may be that a resort to that tribunal will be had for the purpose of passing an act confirming the lease, and authorizing a change of gauge. A law containing such provisions would settle the whole matter at once and prevent further litigation.

CAROLINA CENTRAL RAILWAY.

The Carolina Central Railway Company, which bought at a mortgage sale the Wilmington, Charlotte, and Rutherford Railroad have 1 000 hands at work on their line between Wilmington and Charlotte. There is sixty miles of the road between Wadesboro and Charlotte to be completed. It is thought that this work will not require more than six months, and that the cars will run into Charlotte by the 1st of February next. The United States authorities are now engaged in dredging the Wilmington harbor, and filling up inlets for the purpose of obtaining a sufficient depth of water to enable vessels of large burdens to enter that port. When this work shall have been completed, it is confidently expected that all the cotton shipped from Charlotte will go to Wilmington over the Central Road, and from thence to Liverpool and New-York by steamer. As water transportation is much cheaper than by rail, it is said that the difference in the freight will be so great that shippers will at once adopt this route as cheaper and safer.

EXTENSION WESTWARD.

By their charter, the Central Company have the right to select any route from Charlotte to the Tennessee or Virginia line that they may deem most advantageous. The road is completed from Charlotte westward, through Lincoln and Gaston Counties, to Buffalo Paper-mill, in Cleveland County, a distance of fifty-eight miles. The road is nearly all graded from this point to Rutherfordton, a distance of thirty-two miles; and the route to Asheville has been surveyed up Broad River and across the Blue Ridge, by way of Reedy Patch Gap. This route is pronounced by Prof. Kerr, State Geologist, as the most practicable of any gap in the State, and is attainable without a tunnel or grade higher than 100 feet to the mile.

SCENERY.

The scenery along this route is by far the most picturesque of any mountain scenery known to the State. Within a mile of the survey, at a place called Chimney Rock, are three pools on what is called Whirlpool Creek. These pools are formed in solid rock, of the hardest kind that we find in the mountains. They are about 100 yards from each other, are about twenty feet in diameter, and are from 100 to 300 feet in depth. The water is in a continual whirl, and will suck under a bush or piece of wood that may be thrown in or is brought down by freshets. There is very little land cleared upon the creek, and therefore the water is clear as a crystal. Strange to say, "from the time whereof the memory of man runneth not to the contrary," these pools have not filled up one foot. A bush thrown in will immediately sink out of sight, but after an absence of two or three hours it will rise again to the surface, and will gradually get nearer to the edge where the water leaves the pool, until finally it will work out of the pool and go on down the creek. Below the first pool, in the middle of the creek, may be seen a mill-stone, every way perfect, which has been lying in the same place as far back as any of the oldest settlers can recollect.

CHIMNEY ROCK.

Two miles further up Broad River, about a mile from the survey, stands out from Sugar Loaf Mountain a round rock, 300 feet in circumference, 300 feet high, and resembling a chimney so much that it was named "Chimney Rock." On top of this rock is another rock unconnected with the chimney rock, which looks as if it had been placed there by man. On top of this rock are white pine trees twenty feet high and twelve inches in diameter. For many years in succession there was on top of the rock an eagle's nest. It must be borne in mind that it is impossible to get on top of the rock, as it stands out from Sugar Loaf Mountain, and is accessible only to the winged tribe. There is a path by which a great many people have ascended the mountain to the base of the rock, from whence could be heard the eaglet's cry, and a slight view of the top of the rock obtained. Many persons go up on Sugar Loaf immediately above the rock, where a full view, at a distance of a quarter of a mile, is presented.

HICKORY NUT FALLS.

A mile further up the river may be seen from the turnpike road the Hickory Nut Falls. These falls are made by a small creek, about large enough to run an over shot mill. The fall of the water is 960 feet, as measured from the top of the falls. In mid-winter, when the creek is swollen to five times its usual size at this season of the year, the scene is grand—sublime beyond description. There is an old path to the foot and top of the falls which is easily attained. At the foot it is always exceedingly cool; so much so, that thick Winter clothes are a necessity if you remain long. Around each side of the falls you can behold the effects of the lightning. Great pieces of the mountain side, which is all rock, weighing hundreds of tons, may be seen lying in the ravines, where they rolled when severed from the mountain side by the lightning, crashing everything in their way, and leaving a track as clear of trees and other obstructions as a country road. Mr. Washington Harris, who formerly owned a large farm near Chimney Rock, and who kept a public house of noted resort, chased a deer over these falls, which was followed by the huntsman's favorite dog. Both were found within a few feet of each other, dead and mangled almost beyond recognition.

THE CAVE.

A half mile further up the river is a cave on the north side of the mountain. The entrance is in solid rock. By the use of ladders an entrance of a quarter of a mile may be made. Beyond that the dripping from the top and sides is so great that it is almost impossible to go further. It is not known that any person ever explored the full length of the cave, whatever that may be. Many years ago, runaway negroes made the cave their hiding-place. They would sally out in the neighborhood at night and secure provisions enough to do them several weeks, and retire to the cave. These nightly excursions led to the discovery of the cave. A person can sit in the mouth of the cave and obtain a plain view of the turnpike road which extends from Chimney Rock across the Blue Ridge.

HARRIS' VIEW.

On the north side of the river is what is known as Harris' View. The top of a mountain, nearly 5,000 feet above the level of the sea, was cleared up by Mr. Washington Harris, and a pathway for horses cut out. It is about four miles from the old homestead of Mr. Harris to the top of the mountain, two of which are usually made on horse-back. A mile further you reach a gap in the mountain from whence a tolerable view of the country immediately east for about twenty miles is obtained. Here also is the Laurel Spring, only lacking six degrees of being as cold as ice, the sluice of water running out of the mountain side being amply sufficient to turn an overshot wheel twenty feet in diameter. Parties usually lunch at this spring, where a rude hut has been erected as a shelter from sudden Summer showers. Formerly a man by the name of Warren lived here, who was a living monument of Davy Crockett's saying: "A fool for luck and a poor man for children." Warren kept splendid cows, always had plenty of good, yellow butter, and butter-milk, so cool as to make your teeth ache. Irish potatoes were always to be had in abundance; and oftentimes have I been to his house with a large number of persons, and found nobody at home. We always entered, roasted his potatoes, ate his butter, drank his milk, and left pay therefor in the crock out of which we emptied the milk. From the spring it is about a mile to the top—Harris' View. From this point may be seen Mount Mitchell, King's Mountain, the town of Hendersonville, and the entire country for a distance of forty square miles each way. Very often, standing on this summit, you may witness a storm, hear it thunder, see the lightning, behold the rain on the plains below; at the same time the sun is shining clear and bright where you stand. At other times the storm will be on top, and all below you will be clear sunshine. During these storms you are often in the midst of clouds passing swiftly by, often so dense that you cannot distinguish a tree twenty paces distant. From this view, with a glass ranging forty miles, can be seen the signal station on Mount Mitchell, and the operator also.

THE SOIL.

The soil is as black as night and as loose as ashes. When the country was first settled the entire mountains were covered with wild pea-vines two and three feet high. These vines have long since been destroyed by cattle. The range is very good now. Cattle turned out in the Spring and brought up in October will be plump, sound, and as fat as if stall-fed. The soil produces corn, wheat, oats, Irish potatoes, barley, and buckwheat in great profusion. On the north side of the mountains and along the water courses are usually found apple and peach orchards of the largest kind and most delicious flavor. Now and then you will meet with a mountaineer who has a few gallons of illicit peach brandy, distilled without the seeds, which, if a few years old and mixed with honey made from the blossoms of sour-wood trees, with a little water added to suit the taste, is a delicious drink and contains a considerable quantity of nourishment.

CHESTNUTS—WILD PIGEONS.

During the month of October chestnuts are found by the bushel. They are worth, when picked up, $1 per bushel. In market—that is, at Greenville or Spartansburg, S. C., and Charlotte, N. C., they are readily sold at $5 per bushel. When chestnuts begin to ripen great flocks of wild pigeons may be seen flying to the mountains. They usually select a squatty pine thicket for a roosting-place. Here, after night-fall, the people of the immediate vicinity, and oftentimes others from a great distance, congregate with bags and clubs, and the pigeons are knocked down by lighted torches, which blind the birds, and they are actually carried off by the wagon-load. When the roost has been broken up the place looks as if a hurricane had passed over it; the limbs of the trees are all broken off, and in many instances the bodies of the trees are snapped asunder. For many years in succession the same spot is used as a roosting-place.

MINERALS.

In Yancey, Mitchell, Rutherford and Cleveland Counties, mica, iron-ore of the finest quality, asbestos and gold are found. One man in Yancey has made a half million of dollars in two years by working mica mines. The price ranges from two to five dollars per pound, according to the size of the plates. Two by four inches is worth two dollars per pound. Eight by ten is worth five dollars per pound.

In the upper edge of Rutherford County, near Brindletown, gold is found in abundance. Those who reside near the mines work a little with a shovel and pan, but no machinery such as would fully develop the richness of the deposits has been used since the war. It is an easy matter for any person who understands washing gold to go out and gather up a pennyweight each day. West of the Blue Ridge, in Macon, Jackson and Cherokee Counties, corundum is found in great quantities, as are copper and iron. In Ashe County a copper mine of unequaled richness is being worked with great success.

CENTRAL RAILROAD.

The people along the line of the survey through Cleveland, Rutherford, and Henderson and Buncombe Counties, are exceedingly anxious that the road shall be completed to the Tennessee line over the route surveyed. The complications of the Western North Carolina Road are such that it will not be completed for many years. The Central Company can complete their road in two years, and thus make through connection from Cincinnati to Wilmington. The immense quantity of freight which now seeks an outlet over the roads operated by Gen. Mahone, from Bristol, Tenn., to Norfolk, Va., will be secured by this line, whenever the road is completed. Some of the directors of the Central Company are of opinion that it will be better to divert their road at Lincolnton, strike the Western North Carolina Road at Hickory Tavern, and push on through Mitchell County, by the Cranberry Iron-works, to Johnson's Depot, on the Tennessee line. The only inducement held out for the company to adopt this route is the probability of getting a large quantity of pig-iron from the Cranberry Works. There is more iron in Cleveland or Rutherford than in any other county in the State, save Chatham. Great sacrifices will be made by the people to secure the road over Reed's Patch Gap to Ashville. The company are fully determined to extend their road through the mountains. When the gap between Wilmington and Charlotte has been completed, the earnings of the road will enable the company to extend their road very fast. The route west will be decided upon some time next year.

OTHER RAILROAD PROJECTS.

Not being satisfied that the Central Company intend to build the road along the surveyed route, the people of Rutherford and Polk Counties are taking steps to secure a road from Rutherfordton and Spartanburg, S. C. The people of Henderson and Buncombe are holding meetings looking to the building of a road from Laurens or Greenville, S. C., to Ashville. The Rutherford people have a charter and have organized under it. It will be a great loss to the trunk lines of the State, if the freights of Western North Carolina are diverted to Spartanburg and Greenville, and from those places to Charleston, where it all would naturally go.

NARROW GAUGE ROAD.

A project is on foot to build a narrow gauge road—three feet—from Chester, S. C., through Gaston, Lincoln, and Catawba Counties of this State, to Lenoir in Caldwell County. The people of Gaston will vote on the 7th of this month on the proposition to subscribe $100,000 to the capital stock of the road.

NORTH-WESTERN (NORTH CAROLINA) RAILROAD.

This road runs from Greensboro to Salem. It was chartered by the Constitutional Convention of 1868, and bonds were issued by the succeeding Legislature to aid in building the road. Work was commenced, and the road would have been completed had not the swindling transactions of the Legislature destroyed the value of the bonds, which were returned to the State Treasury under an act of Assembly. Having leased the North Carolina Road, the Richmond and Danville Company also leased the North-western (North Carolina) Road, and have built it as far as Salem. At a recent meeting Col. A. S. Buford, President of the Richmond and Danville Company, was instructed to take immediate steps to extend the road up the Yadkin Valley. When completed, this road will be a tremendous feeder to the Richmond and Danville Railroad, and will open up and develop a rich and prosperous portion of the State.

SALEM.

This place is the present terminus of the North-Western Road, and is one of the most thriving and prosperous towns in the State. The people are the most intelligent of any people in the State; are thoroughly temperate, and, withal, stanch Republicans. Tobacco is grown with great success in this and surrounding counties, while up the Yadkin Valley great quantities of corn and wheat are produced for market. Salem is the best regulated of any town in the State, is the most orderly, and contains the finest female school in the State. The place was originally settled by members of the Moravian Church from Pennsylvania. Its centennial day was celebrated in 1870.

WESTERN NORTH CAROLINA RAILROAD.

A petition has been filed in the United States Circuit Court for the Western District of this State to force the Western North Carolina Road into bankruptcy, which will be heard by Judge Dick, at Greensboro, some time during this month. The commission appointed by the Legislature to settle the affairs of this road have held two secret meetings since their appointment. If they have been able to devise ways and means whereby the road can be relieved of its debts and completed to Paint Rock, on the Tennessee line, they have not been made public. The road is under the control of Hon. W. A. Smith, as receiver, and will probably remain so until the appeal granted by Judge Dick is heard and decided by the United States Supreme Court. The Board of Directors appointed by the Governor, of which W. H. Howerton is President, and who were made parties to the suit, and were instrumental in taking the case to the United States Supreme Court, are now not only willing but anxious to have the case dismissed at their cost, and allow the road to be sold under the decree of the court, heretofore made.

THE CATSKILLS.

CAMPING OUT ON HIGH PEAK.

From an Occasional Correspondent.

GLEN COTTAGE, August, 1873.

Few of those who visit the Catskills ever know anything of the delights of camping out over night on the top of High Peak. In order to accomplish this feat, one is obliged to undergo a considerable amount of fatigue, and not a few hardships; but, after all, these only combine to heighten the pleasure of such an excursion, and in the retrospect are often among the most delightful of its reminiscences. One is inclined to regard them in the light that the victor does the struggle and toil when the contest or the race is over, furnishing, as they thus do, an inexhaustible and common fund of enjoyment as well as proving an enduring bond of union to all who were of the party. Every one who has been in the mountains is familiar with Haines' Falls, at the head of the ever grand and beautiful Kauterskill Clove. This point was to be our rendezvous, as it is from here that the ascent can be most easily made. It is a four-mile walk from Haines' to the summit of High Peak, which is a trifle over 3,800 feet in height, and popularly supposed to be the loftiest in the Catskills. From the measurements of Prof. Guyot, of Princeton, in 1870, however, it was ascertained that Hunter Mountain was the highest in the range, and that even "Black-head" was a little taller than High Peak. It was on a bright July afternoon that we started off on foot, as merry a party of fourteen (one-half ladies) as ever tramped over the mountains, alpen-stock in hand. A pack-horse was procured to carry blankets, provisions, cooking utensils, and other such necessary articles, as far as the path would allow of the animal's passage. The first part of the way is along an old wood-road, and is not at all uncomfortably steep. After three miles of gradual ascent, we arrived at the point where the blazed path to the top strikes off from the wood road, and here the articles of use aforesaid had to be distributed to the backs of the party, and the horse sent down the mountain again. Everybody had to carry something, but the burdens were borne cheerfully, and after a short time our band of pilgrims arrived at the "Waters of Meribah," where a halt was ordered. This spring is the nearest one to the top, and is perhaps two-thirds of a mile from the place usually selected as a camping ground. As it is an exceedingly steep and difficult climb from this point—by far the hardest of the whole way—it will be readily seen that the chief drawback to camping out on High Peak is the trouble of carrying water so far and over such a rough path. It was toward evening when the weary pilgrims dragged themselves and their packs up to the great flat rock overlooking the Kauterskill Clove, South Mountain, and the far-extending valley of the Hudson, on which the fires of camping parties have been built from time immemorial. It had been hard work for the last mile, and especially for the ladies; but, well-equipped for the expedition in their mountain costumes, as picturesque as they were sensible, they had accomplished wonders in the way of climbing. We expected to find a hut built of young hemlocks, which had long afforded shelter to the occasional visitors spending a night on this lofty and lovely lookout, but, much to our chagrin, found it had recently been destroyed. Of course, nothing was left for us but to construct another, and all the gentlemen setting to work in good earnest, in the course of an hour a large and commodious, if not very elegant, bower of evergreens, with its floor thickly strewn with aromatic balsam boughs, awaited the occupancy of the gentler portion of the party. In the meanwhile, however, the ladies themselves had not been idle, as the large pile of dry branches gathered by them to supply our fire during the night well attested. These necessary tasks accomplished, some of the more self-denying ones, as well as those who didn't feel quite up to climbing a tree, remained to prepare supper, while the rest of us started off to the "Bellevue Trees," to see the sunset. The path is on level ground for the most part, and lies through groves of noble old spruce and pine and hemlock, over deep, rich beds of velvet-like moss, thickly starred with that most delicate and beautiful of forest flowers, the wild anemone. The "Bellevue Trees" are 200 or 300 yards west of the camping-ground, and afford a vastly more extensive view than that point. But in order to enjoy it, it is absolutely necessary to get up one of these two great hemlocks. As a general rule, it may be stated that the average female is not good at climbing trees. Most of our ladies, however, proved remarkable exceptions to this. First of all, it was imperatively demanded that all masculines should be despatched to the mast-head, to borrow a nautical expression. Then the tug commenced. The most difficult part of the ascent was that requiring the preliminary "boosting" to where the branches commenced, though the distance was not great. There was a good deal of giggling and squealing, and some shrill screams were heard, that rang far and wide through the solitudes of the dusky woods; but the fact remains that they all got up, with the exception of one poor luckless one, who hadn't anybody left to boost her. Of course, the higher one gets up in the tree, the finer the view, and surpassing grand it certainly is from this spot. The vast mountains seem to roll around you like gigantic waves of the sea.

At your feet lie the great Plauterkill and Kauterskill Cloves, and on the other side of the former tower Wild Cat, Sugar Loaf, Woodstock, and Overlook Mountains, with the more distant peaks of the Shawangunks beyond. Directly south the Overlook Mountain House, perched on a dizzy height, is in full view. Beyond the Kauterskill are North and South Mountains and majestic Black Head with his huge brothers, while to the west loom Hunter and Windham and many another peak of the beautiful forest-crowned Catskills, stretching away ridge after ridge into the misty distance. Besides all this grand prospect of mountains near and far, you still have the lovely valley of the Hudson reaching way northward and southward to the utmost bounds of vision, with the blue-domed Berkshires beyond in the east. Compare this with the view from the Mountain House, and the latter, as famous and wonderful as it is, sinks into insignificance. When the atmosphere is exceptionally clear, it is said that the White and Green Mountains on the one horizon and Delaware Water-gap on the other, are visible. Now, imagine this matchless scene with the sun just rolling in glorious splendor through the purple portals of the western hills, and you can form some faint idea of the indescribable sublimity and beauty of the whole as we saw it. The sunset was a particularly brilliant one. The beams fairly flamed with crimson and gold, and all our voices were hushed to silence by the marvelous grandeur of a sight that filled every soul with awe unutterable. Then as the richer glories slowly faded, the wondrous pale green of evening suffused the western horizon, and the shadowy mountains grew bluer and bluer in the advancing twilight. It was indeed difficult to tear oneself away from so impressive a scene, but it was time that we should go. The getting down from those old hemlocks was no doubt something wonderful to see. There was more giggling and squealing and loud-ringing peals of girlish laughter, and then, impelled by hunger and the fast-falling shades of night, we hastened back to camp, where to our delight we found supper all ready. It was a feast tempting enough for the most fastidious, including such delicacies as chocolate, chicken, pickled oysters, chow-chow and canned fruits; but to appetites like ours these things seemed as the food of the gods. Nor were mirth and wit wanting at our festive board. That evening meal before our beautiful evergreen bower, with the great fire roaring and crackling in front, and the bright stars peeping through the smoke beyond, must have formed a picturesque and romantic scene. Supper over, some of the more hilarious of the party indulged in an Indian war-dance around the fire, which for the agility of limb and power of lung displayed, would, to say the least, have done no discredit to an equal number of Utes, or any of the wildest sort of red savages. We were going to say Modocs, but think they are about used up in more senses than one. Fatigued by the labors of the day, and finally by this extravagant kind of exercise, pastimes of a more subdued character now engaged our attention. The inspiration of song was not wanting, and as several of us had "been to college," "Upidee," "My Last Cigar," "Evening Bells," "We won't go Home till Morning," and other appropriate choruses rung out lustily on the air, "strangely startling the stillness of night." Song after song and round after round followed in quick succession, and then as the hour for retiring drew near, a feeling of solemnity seemed to steal over all, and the sweet evening hymn replaced the merry glee. But soon after, just as the ladies were stretching themselves out upon their balsamiferous couches, an incident occurred which effectually banished all solemnity and gravity for a considerable time. For behold, from some cause or other—whether on account of the great weight of the branches and boughs composing the thatching, or because somebody happened to lean too heavily on one of the supporting columns, will forever remain one of the problems of history—that same evergreen roof came crashing down upon the devoted heads of the unfortunate occupants of the domicile. In fact, the whole structure had gracefully toppled over, and the scene which followed was rich beyond description. Frantically the men rushed to the rescue of the hapless fair ones buried beneath the ruins, and while they endeavored to hold up the roof, one by one the poor creatures came crawling out, with disordered garments and locks dishevelled. From the wild peals of laughter it was evident that no one was very seriously injured. The damages when summed up were found to consist only in the loss of two or three hats and baskets, and possibly a "braid" or two—though this was not publicly acknowledged—and all the missing articles were fished out of the *débris* in the morning. On account of the lateness of the hour it was resolved not to attempt to rebuild the hut, but that the ladies should lie on top, instead of under the shelter of the boughs, which, after all, was probably quite as comfortable an arrangement. Just as the party were quietly fixed once more, there arose on the air such a dismal and unearthly caterwauling as would have reflected the highest honor on any ancient prowler of the back-yards of Twenty-third-street. Instantly the whole camp was up and in arms. It could be nothing less than a wild-cat, and very likely it was a panther, for some one had heard a panther in the Central Park Menagerie utter just such cries. Revolvers in hand, some of the boldest of the party started forth with a bull's-eye lantern in search of the enemy, and after a time it was found that the noise proceeded from behind a great rock not far from camp. As we were steadily approaching it, expecting every moment to see two great eyes glaring at us like balls of fire in the darkness, what was our astonishment to hear the words, "Don't shoot, boys," and the next instant stepped forth that unmitigated wretch, the Doctor, who had thus been the cause of all the excitement and alarm, and ought to have known better than to frighten us all out of our wits. The night was now divided into watches of an hour each, and the men drew lots for the different hours, it being the duty of the sentinel to keep the fire burning and to give notice of the approach of wild-cats, bears, Indians, rattle-snakes, or other objectionable parties. The appointment of sentries, however, proved rather unnecessary, as the whole company, owing probably both to the novelty of the situation and to some strong coffee taken just before retiring, seemed particularly wakeful, and very few got more than an hour or two's sleep. In our own case, at least, the wakefulness was certainly not due to any uncomfortableness in our quarters, for, lying on a soft couch of odorous hemlock, wrapped up snugly in a great thick army blanket, with our feet nicely toasting near the crackling fire, and gazing at the light sparks soaring away on the wind, and the fair stars in the blue depths above, we were never more serenely at ease in our whole life. The night was one of singular beauty. In the thin mountain air the stars shone with all the brilliancy of December, and a number of the beautiful Summer meteors added no little to the splendor of the glowing heavens. And so the later watches of the night passed quietly by, being interrupted by but one incident, which, however, was decidedly too unique in character to be omitted in this veracious chronicle.

This was nothing more or less than another dance, and that one of the most outlandish and absurd you can possibly imagine. For the first time, probably, in the history of the world did a party of ladies and gentlemen camping out upon a mountain peak rise from their beds between the hours of 2 and 3 A. M., wrapped in blankets, water-proofs, and overcoats, and engage in the elegant and stately lancers quadrille. That it was not lacking in spirit, any eye-witness would probably be willing to concede. After the party had thus gotten rid of their extra exuberance of jollity, and rations in the shape of sugar-plums had been served round, we all once more quietly subsided; and now, for the first time during the night, did the god of sleep deign to visit some of our balmy couches. When we awoke, the first blush of dawn was beginning to glow in the east, and the newly-risen morning-star was shining brightly in the gray light. Two or three ladies and gentlemen, bundled up in blankets, were sitting before the fire, and the whole scene was so picturesque that the artist of the party could not help transferring it to his sketch-book. One cannot but notice one striking difference in the early morning in the vicinity of the Mountain House and on such an elevation as High Peak. There the woods in every direction are vocal with the carols of myriads of little songsters, while at this altitude, as on the present occasion, day may be ushered in by the notes of but one or two lonely robins. While on account of the great height there is such a scarcity of small birds, however, it is not at all uncommon to hear the scream of some magnificent eagle as he sweeps in grand circles about the lofty summit. The whole valley was covered with the wonderful mist-ocean, a phenomenon which we had the opportunity of witnessing in great perfection. As we gazed upon its wide expanse, one almost expected to see some phantom bark go scudding across the unsubstantial deep. But the light was growing stronger and stronger, and all the east was now ablaze with rosy glory.

Soon the sun rose up grandly from the vapory flood, and one billow after another was tinged by his fair beams, till the whole sea of mist was one mass of glowing gold. But ere long these mists of the morning rolled away before the fervor of his rays, and, catching on the woody mountain-sides, waved now like a thousand banners in the sunshine. All the face of nature, refreshed by the dews of night, was wreathed in smiles, and another beautiful Summer day had been begun. Making a hasty repast on the fragments of our last evening's meal, we gathered up our impedimenta, broke camp, and were soon once more on the march.

As it is not so difficult to get down a mountain as it is to get up, it was not a great while before we again reached the haunts of civilization—a party of excursionists perhaps somewhat fatigued and somewhat begrimed by smoke, unkempt, and woe-begone in appearance, but certainly with the most glorious recollections of camping out on High Peak.

RUSSIA AND KHIVA.

Herr Vambéry, says the *Pall Mall Gazette*, expounded last week in his favorite Bavarian organ his views on the late success of Russia. He points out with pardonable pride that his report, made ten years ago, of the superior natural productiveness of the important member of the Central Asian Khanates now captured, as well as of its inferior political organization as compared with Khokand and Bokhara, have been fully confirmed by the results of the recent armed exploration so thoroughly carried out by Gen. Kauffmann. He does not in the least believe that the Russian Government will, at this stage of its proceedings, attempt to take into its own hands the actual administration of the Khanate. The excessive deficits, the partial annexations of Khokand and Bokhara have caused in that part of the imperial Treasury which is charged with Asian affairs, forbid this notion, were there not much greater practical difficulties in the way than Russia met in taking possession of the nearest portion of these latter principalities, since Khiva is and must long remain absolutely isolated in the belt of desert, on the existence of which all around him the Khan so vainly depended for safety. There would be other great obstacles in the independent and warlike character of the feudal chiefs who have long divided with the Khan the real authority in the land, and have never paid the same obedience to the Prince as those of the other Khanates had been compelled to by their more despotic lords. On the other hand, Herr Vambéry has no belief at all that the promises made by Count Schouveloff to our court will be literally fulfilled. He is sure that the Russiant will not retire content with the mere name of suzerainty established by the submission of the Khan, but will establish such fortified points within the Khanate as will give them a sure set of stepping-stones into its interior should it be necessary to repeat the enterprise of Gen. Kauffmann, and will serve to retain a real hold over the new vassal of the empire. Hezaresp in the east, and Kungrad in the West, are such points, and a chain of lesser forts round the productive districts on their south-west border is absolutely required if the Turcomans are to be kept in order. And the fierce and lawless spirit of these nomads, making the whole district beyond Khiva dangerous to dwell in or even near, is a good justification for taking strong measures against them, since the notion of a complete sovereignty over Central Asia is wholly incompatible with permitting these barbarians to continue their outrages on their neighbors. Nor need these outlying works near Khiva itself give England any serious uneasiness at present. There is a wide strip of unproductive country between them and Persia; but it is quite the contrary with the more southern points lately seized—Krasnovodsk and Tchekishlar—which, as mere watch-towers against the Turcomans, are of no more importance now that the last of the chief markets for the slaves those man-stealers carried off is under the Russian power.

A PENNSYLVANIA COAL MINE.

SIGHTS AND SCENES UNDERGROUND—HOW COAL IS DUG FOR THE MARKET.

From Our Own Correspondent.

PITTSBURG, Penn., Friday, Aug. 1, 1873.

A pleasant fifteen minutes' sail down the river yesterday brought me to the terminus of the Saw-mill Run Railroad. This railroad was built and is operated solely for the transfer of coal from the mines to the boats on the Ohio River. It is three miles long, four feet eight inch gauge, with three locomotives and sixty coal cars. The road at the mines is 250 feet above the level of the river, and the grade at some points is 104 feet to the mile. The valley through which the road runs is a beautiful one.

After rounding a sharp curve, the mines suddenly appeared in sight, and all was animation at the pits. Mules were emerging from the mines with coal wagons loaded with coal, or re-entering with empty ones to be distributed to the diggers. Immediately over the railroad tracks is the "tipple" where the coal is weighed and screened before it falls into the cars below. A short distance further on is the blacksmith-shop, where piles of coal picks are lying in wait to be repointed and sharpened. At the base of these coal hills is a "run" of water which drains from the mines, and is very strongly impregnated with sulphur. Convenient to the pits are long rows of tenement-houses which belong to the companies operating the coal mines, and are rented to the miners, including all their coal, for $5 per month. A general and well-stocked store supplies all their wants at low prices. In addition to this, there is a very handsome school-house erected for the children of the village.

Learning that Gray & Bell's mine was the oldest and most extensive, I called upon Mr. Gray for permission to visit it. On the way to the pit I casually asked where *Mr.* Bell was, when I was informed that the mine is owned jointly by Mr. Gray and a Miss Bell—the latter being a very sharp and strict business woman. Besides her interest in the coal mine she owns considerable stock in the railroad. Arriving at the mine, I was turned over to the care of the pit boss, Mr. Carter. To this mine there are two tunnels or entries, some fifteen or twenty feet apart at the mouth, which, after running at an angle for a distance of 1,500 feet, form a junction, and continue on as one tunnel. Waiting a few moments for the driver, (a small boy,) who had just emerged from the pit with a diminutive mule and eight wagons loaded with coal, to make up his train of empty wagons, I started on my underground trip. After getting our little lamps, which resembled diminutive coffee-pots, with the wicks stuck in the spouts we seated ourselves in one of the coal wagons, and bade good-by to daylight and the scorching sun. All through the sides and top of the tunnel water was leaking rapidly, which, together with the stifling fumes of sulphur, was anything but agreeable. The total length of the main entry, or tunnel, is a mile, while from it cross entries are cut. These tunnels are seven feet wide by five feet high, and follow the vein of coal to the outcrop. These cross entries do not intersect the main entry at right angles, but strike it every 240 feet on alternate sides. Then from these cross entries, there are eight or nine side entries, which lead to what the diggers call "rooms." Each of these rooms is occupied by one digger, who retains possession of it, unless relieved by the pit-boss for another room, until all the coal is dug out. When a digger is assigned to a room, he commences at the end of a newly-cut side entry. The space allowed for this room is 21 feet wide, 240 feet long, and 5 feet high. The space thus allotted is presumed to be solid coal, but not unfrequently the digger's progress is impeded by clay veins, which vary from six inches to six feet in thickness. These clay veins generate noxious gases, and require an additional outlay of $2 per foot to cut them away, to enable the digger to resume work at his coal. In mining coal from these rooms the digger endeavors to get all the coal out in as large lumps as possible, for if he allows it to fall to the size of what is called nut coal his labor is lost. In commencing his room he digs a channel on both sides of the end of his entry from the floor until he comes to a roof of slate. After finishing these side cuts to a depth as far as the pick will reach, he lies down and digs another cut at the bottom from side to side. To cut coal in this low position is very laborious, and not unfrequently produces asthma and kidney complaints. It now remains for the miner to loosen his coal, which is done by driving in strong wedges or drilling holes between the coal and the slate, or "horseback" as the latter is called, when as much as possible of the block is removed at one time. The greatest caution is observed to prevent the roof of slate or "horseback" from falling in and burying the diggers. The term "horseback" is given to the slate from the fact that when it falls it usually weighs 700 or 800 pounds, and resembles in shape that of a horse's back, hence the term. Unless closely propped up, and watched, this "horseback" is liable to fall at any moment without warning.

Leaving these miners, their ebony faces surrounded by a halo of misty light, and with no other companion to share their solitary toil except their dogs, I passed out with my escort into one of the cross entries, finding a marked difference between the two atmospheres. In the distance I heard a low, rumbling noise, not unlike that which a train of cars make while passing over a long bridge or high trestle-work. In a few moments one of the side entry doors flew open and out came a mule with a train of wagons loaded with shining coal. So perfectly does the animal fit the tunnel as to height, that one would suppose that either the mule had been made to fit the tunnel or that the tunnel had been built expressly to fit the mule. This mule has, I was told, drawn coal wagons in and out of the mine for the past ten years, and, therefore, knows every crook and turn as well as the miners themselves. The back of this mule, however, looked a little the worse for wear, as along his backbone the hair is worn off, caused by frequent contact with the roof of the tunnel. As the mule with the driver and his wagons passed on, another imp, in the shape of a small boy, with face and hands as black as the coal all around us, suddenly leaped, as it were, out of the ground. This boy, Mr. Carter informed me, was the "trapper," which, translated, simply means a boy whose business it is to go ahead of the wagons, open these side entry doors and close them again when the last wagon passes out; then he gives a yell, springs into or on top the hindmost car and crawls forward until he reaches the front one to be in readiness to "trap" the next door. As the "trapper" jumped upon his wagon Mr. Carter gave him instructions to have the "buggy" sent up in front of Room No. 9, remarking that in the meantime we would go and inspect the driving of some new "heads." The idea of sending a buggy up through that low, narrow entry seemed preposterous, if it was what I supposed it to be. In the dim distance we could see the glimmer of several lamps, which indicated that more than one miner was at work. We found these men hard at work extending one of the main entries. This part of mining seems to be more preferable to that which is done in rooms. When the miners drive a new head two or three can work together. In addition to being paid for the coal that is dug, each miner so engaged receives sixty-three and a third cents per foot while driving new heads. This work is generally given to the best diggers to do.

Retracing our steps through the mud from one entry to another, we finally arrived at Room No. 9, where I found the "buggy" on a side-track waiting for us. This vehicle, however, bore no resemblance to the road wagon of that name. It is simply a small hand-car, used for conveying timber or iron through the mine. In this mine I noticed that the drainage was very good, the entries being cut on such a grade that the water runs rapidly, thereby avoiding the necessity for sinking a shaft from the surface to pump out the water. Having seen about all of the interior of this mine, we headed our "buggy" for the outlet. In one of the cross-entries we could hear the mule approaching with one of the wagon-trains, and from the sound it was judged that both the "buggy" and the wagons were steering for the same junction on the main entry. Quickening our speed, we arrived past the junction only just in time to switch off and see the "trapper" and the mule bounce out from one of the cross-entries. At this point we hitched the "buggy" on to the last wagon and rode out to daylight. On emerging from darkness the sunlight was so dazzling that it was difficult to see anything for a few moments.

From the pit mouth the wagons were run into a building called a "tipple." In the centre of the "tipple" floor is a platform which supports the cars, which, after the end of the coal-wagon is removed, is tipped to an angle to allow the coal to fall below. The coal, after passing a screen, is caught before it reaches the car below on a scale, and after being weighed, is deposited in the car below it. In the bottom of each coal-wagon is a wooden ticket, which serves as a guide for the weigh-master to give the weight to the man who dug the coal. The coal which the digger gets paid for is only what passes over the screen, that which falls through the screen, the bars of which are one and a half inches apart, is termed nut-coal and slack, and goes to the operator, who sells it for what he can.

Adjoining the "tipple" house is an engine and boiler-room, from which power is transmitted to a large wheel or drum. This drum carries an endless chain on which are fastened a number of scoop-shaped iron buckets. In their revolution each bucket scoops up a lot of coal, slack, and dust, and carries it up to the top of the drum, where, as it turns to descend, the contents are dumped into an inclined trough, and the contents pass into a revolving hollow iron barrel, open at both ends, the sides being perforated. Through these holes all the dirt and coal-dust falls, the nut coal running down inclined gutters into cars beneath. The revolving barrel is called a "squirrel-cage," the movement being similar to that given by a squirrel while in a cage.

There are many other mines in this vicinity, but as they are all worked on the same system, I did not visit them.

THE DEATH OF A BISHOP.

The London *Standard* of July 21 says: "By an accident which befell the Bishop of Winchester on Saturday evening, England has been suddenly deprived of one of the ablest and certainly the most popular member of the Episcopal bench. The Bishop was thrown from his horse while riding in company with Earl Granville, and his death appears to have been instantaneous. From inquiries made upon the spot we have been enabled to glean the following particulars relative to this melancholy event. His lordship left London on Saturday afternoon by the South-western Railway, and accompanied by Earl Granville, alighted at the Leatherhead Station. Here they were met by a groom who was in charge of two saddle-horses, upon which it was their intention to proceed to the house of Mr. F. Leveson Gower, at Holmbury, near Dorking, where they contemplated making a short visit prior to proceeding onward to Mr. Gubitt's, at Denbies. It may be added that they were to be met at Holmbury by Mr. Gladstone. The horse that had been provided for the use of the bishop is said to have been specially recommended by Earl Granville on account of its being a very quiet and sure-footed animal. The distance from Leatherhead to Holmbury is about seven or eight miles, and the route selected by the horsemen passes through one of the loveliest portions of this picturesque district. Keeping the high road as far as Burford Bridge, the riders turned their horses to the right, and took the bridle path which follows the windings of the valley at the foot of Ackhurst Downs, leaving the town of Dorking a mile or so to the left. At a point of this road, where it passes over the farm occupied by Mr. Evershed, about half a mile from Abinger Hall, the path becomes somewhat rough and stony; but there is a smooth stretch of mossy turf running in a line parallel with the horse-track, and upon this the three horsemen pursued their way. Unfortunately, however, the grassy strip on which they rode is broken here and there by an occasional dip or hollow; and one of these, forming a sort of natural basin in the bank, is just opposite some farm buildings belonging to Mr. Evershed, near what is known in the locality as 'Evershed's Rough.' Just at this point also a peculiarly charming bit of scenery bursts upon the view, and whether it was that the Bishop, while admiring the landscape, was riding with a somewhat careless rein is uncertain, but the fact is, that getting its fore feet into the hollow, his horse stumbled forward, and, before it could recover itself, the Bishop was thrown from his saddle head first upon the turf. His Lordship being a somewhat heavy man, fell with great violence, and his death must have been as sudden as was the accident which caused it, for it was afterward found that his neck was dislocated. At the moment of the occurrence Earl Granville was riding a little in advance of the Bishop and the groom was following at a little distance behind. Slight as was the noise made by the bishop's fall and the clattering of his horse's feet as it strove to prevent itself from going completely down, it caught the ear of the noble Earl, who saw the right reverend prelate lying motionless on the ground. Although he showed no sign of life, Lord Granville at first supposed that his companion was only stunned, and, alighting at once from his horse, the Earl endeavored to restore the Bishop to consciousness. Alarmed by the ill-success of his efforts, Earl Granville dispatched the groom to Abinger Hall, the seat of Mr. Farrer, Secretary to the Board of Trade, a few hundred yards from the spot, with a request for assistance. His lordship remained by the body until Mr. Farrer, who happened to be at home at the time, had arrived with some of his men. The body was then placed upon a sort of hand-barrow, on which some cushions had been arranged, and was at once conveyed to Abinger Hall, Earl Granville lending his help in the melancholy task. Mounted messengers were at once dispatched for medical aid to the adjacent village of Shire, and also to Dorking, and Mr. Furnival, of the former place, and Dr. Clark, of Dorking, were speedily in attendance. Their services, however, were of no avail, as a slight examination at once made it apparent that, although there were no external marks of injury, the vertebræ of the neck had been broken. Yesterday morning, however, marks of extravasation made their appearance under the right ear. The relatives of the deceased prelate were communicated with through the medium of the postal telegraph, and yesterday morning Rev. Mr. Wilberforce, the youngest son of the bishop, arrived at Abinger Hall, which, in the course of the day, was also visited by Earl Granville and Mr. Gladstone."

C. K. DAVIS ON TRANSPORTATION.

Minnesota papers publish a letter, intended to be private, written to a personal friend by Hon. Cushman K. Davis before his nomination by the Republicans for Governor of the State. In it he says: "My lecture on 'Modern Feudalism' does not profess to touch the question of remedy. It was written three years ago, before the question had begun to receive any political agitation, and was designed to call attention to the tendency of the modern corporation to subordinate the Government itself to the function of the private monopoly. Many predictions made in that lecture seemed audacious when they were written, but events have moved so rapidly that within three years the things which to predict seemed venturesome have become the stalest kind of history. I am satisfied that the great political struggle of twenty years to come will be fought on the question of corporations. The Dartmouth College case, which was decided by the Supreme Court of the United States years before a single rail was laid in this country, is the really great difficulty in the way of legislative regulation of the corporations. That decision, however, merely affected a private corporation. It does not profess to touch those bodies which, like railroads, are public in their nature, and to which certain elements of sovereignty—such as the power to condemn property—are delegated. Whether the courts will draw the distinction is yet to be seen. My own idea is that the State cannot contract away a single attribute of sovereignty, and that when the public nature of these institutions is conceded the right to control them follows logically. I do not think Congress has any power which will effectually remedy the evils. The power to regulate commerce between the different States unquestionably gives that body the right to regulate through freights; but it has no existence in regard to freights, say between Mankato and Winona. In regard to the power of the State, the converse of the above paragraph is true. That is, while the State may possibly regulate from Mankato to Winona, it has no power to do so from Winona to La Crosse. My own idea of the practical solution of the question is almost as universal as was the idea of emancipation. It is that the Federal Government should, under the power of eminent domain, construct, at least, two through lines from the sea-board to the West, keep them in repair just as the State keeps its wagon roads up, and suffer every one who has a locomotive or a car to run over them, under such regulations only as will insure safety. Before this can be done there will be a struggle to which that regarding slavery in the Territories was merely baby play. It may be that the railroad men will be wiser than the slave holders—their prototypes—and when they know what is coming will make satisfactory concessions."

A GEORGIA SNAKE STORY.

The Columbus (Ga.) *Sun* tells the following singular circumstance which lately happened at the residence of Col. R. L. Mott in that city: "The housekeeper, a white lady, has a mocking bird in her room, which is in the third story of the handsome mansion. On going to her room Tuesday night the lady threw an apron over the cage that the light might not disturb the songster. The cage is hung low near a window. The lady suddenly heard a fluttering noise in the direction of the cage. Throwing off the covering placed there a little while before she found that a black-looking snake, three feet long, had partly swallowed the bird. The reptile could not get any further between the bars. Taking the situation in at a glance, the lady made for the snake with a broomstick. The result of the fight was the bird jerked loose unharmed and the snake escaped by the window. The lady was badly frightened. There were two birds in a cage, so it was a case of two to one all around. How the 'varmint' got to the third story is a mystery. There are no trees high enough on that side."

THE GREEKS IN AMERICA.

GREEK SAILORS—THE PRINCIPAL GREEK COLONIES—THEIR LOVE FOR THEIR NATIVE LAND.

Comparatively little is known about the Greeks in America. Reference is made occasionally in the daily Press to the Greek merchants of this City, whose enormous transactions in cotton and grain form an important item in the exports of the country; but beyond that we seldom see a Greek name coming before the public in the daily incidents of this cosmopolitan City.

Greece is so thinly populated that she can hardly spare any hands to emigrate to foreign countries, and we seldom see any Greeks among the nationalities mentioned in the regular reports of our Commissioners of Emigration. Yet a great many Greeks arrive daily on our shores, but they come under the quality of sailors, working their passage on board sailing ships of various nationalities.

As soon as they land here they apply to their Consul in this City, Mr. D. N. Botassi, for work, when with few variations, the following dialogue takes place:

"When did you arrive?"

"This day."

"Any particular profession?"

"None."

"What do you expect to do?"

"Anything, your Excellency."

"Have you got any money?"

"Not a cent, your Excellency."

"Where are your lodgings?"

"Our traps are at the door; we shall go anywhere your Excellency will send us."

"Can you speak English?"

"Nothing but Greek, your Excellency."

There are two sailors' boarding-houses in this City doing a thriving business. The Consul invariably sends them there, and it seldom occurs that they do not find work in a short time. They begin by doing rough work in loading and unloading merchandise at our piers, and, being generally very temperate, they soon accumulate some savings.

Their first care is to send the little which they can spare to their families in Greece. The family ties are so strong among all her classes, particularly the lower ones, that even years of absence in foreign lands cannot diminish their love for their native land and the dear ones they have left behind. The love of their country is one of the strong characteristics of the Greeks; they emigrate under compulsion to better their condition, but the hope to return one day to their country under more comfortable circumstances is always strong and paramount.

Few of the Greeks who arrive at this port go West to become agriculturists. This means to become in time owners of land whereon to build their new home. But, as we said before, the Greek has always the hope to return one day to his country. They mostly go to Chicago, where they easily find work in loading vessels and navigating the lakes. On the water they find themselves happy, being in their element. As soon as the lakes are frozen in the Winter time they go down the Mississippi River, and many of them are working on the steam-boats plying between St. Louis, Cincinnati, Louisville, Cairo, and New-Orleans. Over 200 of them are to be found in the Crescent City, where they seem to be thriving under the more genial climate, not dissimilar to that of their own country. They have all sorts of professions; many are fruit dealers, keep little restaurants and coffee houses, where the American bar is combined with little tables *à l'orientale*, round which are seated Greeks talking all at the same time generally, all the idioms of the Grecian Archipelago, drinking coffee, and smoking paper cigarettes. Many of them are oyster dealers and oyster fishers, owning generally their little craft, which they navigate themselves, and trade all along the coast from New-Orleans to Indianola and Matamoras, or on the other side through the lakes to Mobile and Pensacola. The writer tasted, some years ago, an excellent glass of sherry cobbler made by a Greek barkeeper on one of the steam-boats on the Alabama River. In New-Orleans the Greek colony is important enough to maintain a church of their own religion, built some five years ago by subscription, and divine service is celebrated every Sunday in the Greek language by a priest educated in the National University of Athens.

The Greek colony in San Francisco numbers about 300 members, and is the best organized of all the Greek colonies in the States of the Union. They maintain a little chapel of their own, and have established a benevolent society. This latter was rendered necessary from the quantity of new-comers of their countrymen to the Golden State, with the hope of finding gold in abundance. It is strange with what great expectations these children of Hellas go to California, and their disappointment is not finding gold in the streets of San Francisco can be better imagined than described. They seem utterly astonished when they are told that they must work in San Francisco, as everywhere else, to gain their living, and the idea of gold is so deeply rooted in them, that many go to the mines of California and Oregon with the hope of enriching themselves one day by some sudden smile of fortune. Even in those distant localities they do not forget their native land. They write to their families in Greece from time to time, and are subscribers to a Greek newspaper, to learn the news. To the positive knowledge of the writer eight copies of a Greek newspaper are sent to Greek miners in Placer County, California, and a Greek roaster of pea-nuts in Galveston, Texas, is a subscriber to one of the best Greek newspapers. The only subscribers in America to an Ecclesiastical Review, published in Athens, are an American Episcopalian clergyman in New-York and a Greek boarding-house keeper in Chicago, Ill.

There are no students from Greece in this country, with the exception of one, who is studying agriculture at the expense of the Greek Government, in the Illinois Industrial University, in Champaign, Ill., on the scanty allowance of $40 per month.

The average salary of sailors, on board Greek vessels, is about $10 per month; it is no wonder, therefore, that those who come to this country are reluctant to go back, getting, as they do, from $30 to $40 per month. But they get even more on land. Last year a Greek vessel arrived at this port from Sicily with a cargo of brimstone. The crew, consisting of twelve men, refused to go to Havana, where the vessel was bound, and remained in New-York. They soon found their way to Athens, below Albany, where they engaged to work at the railroad depot. They have worked there for one year, saved $300 each, which they sent to Greece through their Consul, and worked their passage home recently on board an Austrian vessel. Their abstinence from drinking and their hard work were much remarked by the employes of the railroad.

But the most remarkable incident of the strength of family ties among the Greeks which came to our knowledge is that of a Greek boy who came to this country thirty years ago. He was educated for the ministry and pursued his avocation. A year ago he made inquiries about his relatives in Greece, and finding that a sister of his, a widow, was still living, but very poor, he opened a correspondence with her. They have never seen each other, but the expatriated Greek felt an inherent duty to assist her. He sends her now very regularly a yearly pension, with which she lives at present comfortably in Athens.

We mentioned above a Greek vessel which arrived at this port last year. The father of her Captain has a rather curious history. He was the owner of a small vessel employed in the grain trade during the Crimean war. At the time he was in the City of Kertch, in the Crimea. The Russian ports were blockaded by the allies. A Russian regiment was ready in Arrapa, on the Black Sea, to come to the Crimea. But how? The Greek Captain made an arrangement with the Russian General to run the blockade, and bring the regiment where it was needed. He ran the blockade successfully, took the regiment on board, and was nearing the coast of the Crimea, when he was discovered by the English cruisers, who began to fire on him. He succeeded in landing the Russians safely, but his vessel was captured. The Russian General was delighted. Acting on superior orders, he paid to the Greek 5,000 silver roubles, and added a Russian schooner in the bargain. But that port was shortly bombarded by the allies, and his schooner was destroyed. Nothing daunted by this reverse, the Greek started for St. Petersburg, and, laying his case before the Emperor Nicholas, he had the satisfaction to receive 10,000 silver roubles as an additional compensation for his services to the Russian cause, besides a medal of honor.

There are twelve commercial Greek houses in this city, dealing largely in cotton, grain, and East India produce; four more are in New-Orleans, similarly engaged; one in Mobile, one in Memphis, Tenn., and two in Boston, Mass. These latter deal principally in Mediterranean produce, mostly dried fruit from Constantinople and Smyrna, exporting thither New England rum, machinery, and Yankee notions.

CAPT. BUDDINGTON.

HIS HOME IN CONNECTICUT—WHAT HIS WIFE THINKS OF THE POLARIS MISHAPS.

A correspondent of the Springfield *Republican*, after wandering about the wharves of New-London, Conn., "a dull, dead old town," turned aside for a while to visit in Groton, the home of Capt. Sidney Buddington, whose fate in connection with the steamer Polaris of the Hall Polar expedition, is at present the object of so much public solicitude. The correspondent writes:

"Capt. Buddington's place is a mile from the ferry. You pass through the straggling village street bordering the river bank, and then up over the steep side-hill, by stony pasture lots, in which the whortleberry finds congenial soil, while there is a profusion of wild roses along the road-side. A little beyond the brow of the hill and adjoining one of the most picturesque of pasture lots—abounding with moss-colored boulders, with clusters of brakes and fern here and there, a clump of dark-green woods in the centre, and two or three sleek cows browsing away contentedly in the sunshine—stands the Captain's house. It is a plain, unpretentious dwelling, painted white, with Venetian blinds at the windows. Three or four trees stand in front, and there is a bit of kitchen garden at one side. Here the Captain has rested between voyages many a year, and enjoyed brief snatches of domestic life with his wife and two daughters. Various objects hinting at the seafaring life of its master are scattered about the interior. In the sitting-room there is a glass globe filled with rare and curious shells, while on the walls hang pictures of the Captain's Esquimaux protégés, a large steel engraving representing the departure of the Pilgrim fathers for America, and, still more characteristic than either, a large picture of a ship on the north-west cost, cutting in her last right whale.

Mrs. Buddington is a large, matronly woman, with a kindly twinkle in her eyes, and is just one of those genuine, whole-souled bodies that make the most comfortable wives and mothers in the world. She was a district school ma'am in her younger days before the Captain married her; and the story of his life, as she tells it, and her theories of the tragedies and mishaps of the Polaris expedition, smack somewhat of the interest of a yarn fresh from sailor lips. Capt. Buddington, whose picture his wife carefully preserves in connection with a companion one of Capt. Hall, is a large, thick-set man, with a prominent nose of the Napoleonic type, and a general aspect of the rough-and-ready that nearly a quarter of a century of a sea captain's life would tend to develop. He was born in Groton, about a mile from his present home, and from his earliest boyhood has led a life on the water. When only thirteen years old he figured as cook on a smack in the Gulf of Mexico that peddled fish at the different ports of the Gulf from New-Orleans to Appalachicola. Then he has fished for mackerel off the coast of Maine, and caught cod in the Gulf of St. Lawrence. But this coasting experience only whetted his appetite for bigger game and more adventurous voyages. While yet a mere stripling he shipped before the mast on a whaleman bound to the Southern Pacific. When the ship that he enlisted upon was filled with oil, instead of coming home with her and enjoying the fruits of the voyage in a grand 'blow-out,' as is so common by the way with young sailors, he transferred himself to another ship just arrived upon the fishing grounds, and by his plucky persistence and general good conduct crept up to the position of mate before his return home after six years' absence. Then succeeded his long and varied career as master of a whaling vessel, during which he roved in every sea and ocean of the globe.

But his favorite cruising-ground has been among the ice-obstructed channels and sounds and bays that guard the entrance to the mysteries of the Polar sea. He has made eleven voyages, extending over a period of twenty-three years, to these perilous waters, and is probably better acquainted with the peculiarities of Arctic navigation than any other living man. It was this fact that led Capt. Hall and the Government to secure his services as navigator for the Polaris. He felt some reluctance, at first, about consenting to go. It was an arduous undertaking, full of danger and uncertainty, and the scientific questions to be solved by it seemed of small moment in the eyes of the practically-minded Captain. But, by dint of flattery, the presentation of a silver pitcher and a gold watch, the offer of bigger pay than the most prosperous whaling voyage could afford, the promise of a pension to his wife in case of death, and of honors and fame if the ship should be successfully carried to the North Pole, they fairly succeeded in bewitching the sturdy old sea-dog, and induced him to go on what his cooler judgment deemed a foolhardy expedition.

Mrs. Buddington doesn't seem at all worried about the fate of her husband. For twenty-three years, she says, he has sailed in those regions, and has always come home safe and sound, and she predicts that the Polaris will dodge the Tigress and Juniata, sent out to rescue her, and get home now before they do, and that if the Captain comes into port at all this season it will be within the next three or four weeks. What has already kept him so long, she thinks, is that he has been searching for the people who became separated from the Polaris on the ice that memorable night of the storm. Some of them were friends and neighbors, and he wouldn't dare to come home without them for fear of the retribution that might await him at the hands of vindictive relatives.

Capt. Hall was an old personal friend of the family. In fact, he had made their home a sort of haven of rest, off and on, for a number of years previous to this last ill-starred expedition. Its seclusion secured him freedom from the intrusion of visitors, and furnished a congenial place for study and research, and he has often expressed himself that it was the only spot this side of paradise that he ever hoped to take any rest or comfort in. He seems to have been a great student, frequently poring over his books and writing through the night long, much to the solicitude of good Mother Buddington, who has scolded him away from his books, many a time, and driven him off to bed for the rest that he was so much in need of. Indeed, the intensity of his application, and the excitement of preparation for this final voyage, seem to have left him completely unnerved and worn out by the time the actual day of sailing arrived. He had also been subject before his departure to several prostrating attacks of some mysterious distemper that seemed to have its seat in the back of the head and spinal column. At times the pain was so severe as to cause shrieks and groans of the most distressing character.

As to the poisoning, Mrs. Buddington considers that a very clumsy story. In the first place, she happened to know that, contrary to the usual practice of the Captain of having his medicine chest put up in good plain English, that of the Polaris was in Latin, of which language he was perfectly innocent. Besides, to have got the poison and administered it in the way suggested, would have required the connivance of both the doctor and the cook, which adds still further to the improbability of the thing, and to the likelihood that the whole story, as is now generally believed, arose from the insane ravings of a crazy man. From the description given of the way he was handled, she is convinced that it is the same old trouble that he suffered from before starting; and her theory is, judging from her own recent knowledge of similar cases, that it was nothing more or less than that dread disease known as cerebro-spinal meningitis. As this was almost an unknown disease before the sailing of the Polaris, Dr. Bessels, the German physician of the ship, could have known nothing of it, and hence his calling it apoplexy.

The disagreement of Capt. Hall with her husband she traces to the discretionary powers given him by the sealed Government orders about the navigation of the ship. The first enthusiasm over, his sober judgment, derived from long years of battling with the ice of those treacherous Arctic channels, led him to believe more and more in the foolhardiness of the undertaking; and when the Polaris had reached a latitude higher than yet attained, and a clear channel seemed to open to the pole itself, then the cautious spirit of self-preservation gained the upper hand, and he refused to budge another inch, although the ardent and reckless Hall pleaded with him on his very knees. This was Capt. Buddington's mortal offense. Hall was no seaman himself, and Buddington, knowing how unprecedented it was to have clear water so far north, dared not venture into the seductive channel that opened before him, lest the whole expedition should become hopelessly locked in everlasting ice and perish miserably.

After the return of the party of Esquimaux from their examination at Washington to the cooler quarters provided for them at Wiscasset, Me., Mrs. Buddington received this rather unique letter from one of them named Hannah, an old protégé of hers, who went out with the expedition as seamstress and interpreter:

WISCASSET, June 22, 1873.

SARAH MOTHER BUDDINGTON: I shall never forget you. I now try to write you. I am well; Joe well; Punna very sick for thirty-four days, little better now. I like to see you once more. So good to me. I never have time to do anything. Hans' four children here too. I got eight children; no go with them home. Oct. 15, 1872, we come home down on ice. Old man come by and by; he well.

HANNAH LITO.

The 'old man' refers to Capt. Buddington, and the eight children to the party of Esquimaux that she was keeping house for previous to their departure on the Tigress. Joe and Hannah and their adopted child, 'Punna,' (Esquimaux for little girl,) own a house near by Capt. Buddington's, in Groton. Hannah is almost considered one of the Captain's family, and the art of writing was taught her by his wife, who monopolizes all the few letters she has ever written. Her picture credits her with a much more pleasing and intelligent face than is usual in this stolid race, and she is said to be full of frolicsome and comical ways. 'Sarah Mother Buddington' paid Hannah a visit, the other day, up at Wiscasset, and in a day or two of familiar conversation with her, gained more thorough information about Polaris affairs, from the Esquimaux view, at least, than a month of official investigation at Washington could have elicited. Among other things, Hannah refutes the charge of Capt. Buddington's drunkenness by the conclusive argument that there had not been a drop of liquor on board the ship for over a year. The poor woman fairly broke down with tears in narrating the story of the terrible five months' voyage on the ice, after parting from the Polaris—of how they suffered from thirst, from cold, lack of food, and fear of being drowned by the breaking up of the ice; but, crueller than all, when the sad time came that a ship's biscuit was quartered and divided as a ration of a day, was the haunting dread of being devoured by ravenous men. This was a terror that particularly affected the Esquimaux, who were without arms of any kind, while each of their white companions had a brace of pistols in their belts. As starvation became more and more imminent, the men of the party became afraid of one another, and watched each other's motions like cats, resting nights each with his pistol under his head, ready for any emergency; while the scared Esquimaux scarce dare shut their eyes for fear of being murdered and eaten by the hungry crew.

All the Esquimaux save Hannah and her 'Punna' have returned in the Tigress to search for the Polaris, and all but Joe, Hannah's husband, will finally be left behind in their Arctic homes. Hannah and Punna remain alone in Wiscasset, where, with true Esquimaux thrift, they are determined to stay till the provisions furnished by the Government are devoured. To Mrs. Buddington's suggestion that she could come home with her, she replied, 'What, and leave all these victuals here for other people to eat up! No; Punna and I shall stay till it is all eaten.'

Now, Mrs. Buddington is contentedly awaiting developments, strong in the faith that a month, at least, will find her husband home again, and of his ability, then, to vindicate himself from all the aspersions that have been whispered against him in his responsible position as commander of the Polaris."

A RAGGED HOLIDAY.

METHOD OF GIVING POOR CHILDREN AN EXCURSION IN LONDON.

A writer in the London *Telegraph* of a recent date thus describes a poor children's excursion from each of the poor districts of that city: "On the back of the tickets, which conferred on every fortunate holder the splendid privilege of a seat behind sleek gray horses that stood champing their bits and tossing their heads as though they could sniff the fragrance of the flowers with which their blinkers were decorated, and were impatient to be away from a locality that, by contrast, was so unbearably inodorous, a proviso was printed which doubtless had occasioned, goodness only knows how much, anxious pondering and manœuvring on the part of the poor mothers whom it concerned. It was to the effect that every boy and girl was to attend 'clean and tidy with a cap or bonnet.' The managers of the treat had to be very careful in the wording of this condition. Had they stipulated that every child should come 'respectably attired,' the result would have been that every parent would have resented the suggestion as a cruel mockery, and kept the children at home. It was at first resolved that the phrase 'clean and decent' should be used, but those who knew most about such matters opined that the word 'decent' was objectionable as having, from a court and alley dweller's point of view, a 'toffish' and genteel flavor about it, rendering it liable to misinterpretation, whereas the term 'tidy' meant nothing more than a making the best of things as they were, and did not of necessity include smartness or even neatness. In order to make sure that this wholesome regulation had been as far as possible conformed to, the expectant 300 were paraded for review in the school-room, and on the whole there was not very much to complain of. To be sure, there were exceptional cases, all which were more or less painful. There was one little chap of diminutive size, pale, haggard, and limp-looking from long-endured perspirations of anxiety, who came attended by his sister, a shrewd old party of possibly thirteen, who wore her hair 'done up' in a knot behind, and had girded about her childish waist the coarse apron of a matured charwoman. Despite her matronly visage, however, her eyes were red with crying, and when the inspector approached her, with the humblest of curtseys she revealed the cause of her trouble. 'Why, Martha, what is it? What's the matter?' 'Oh, please, Sir, it ain't me, Sir, it's Peter, Sir. If you'd on'y look over his boots!' 'Look over Peter's boots?' 'Yes, Sir; leastways my boots, wot he's got on 'stead of his own. They won't give no trouble, Sir, if he don't run about, and he promises he won't do that, Sir, if you'll only let him go. Look at 'em, Sir; they *are* tidy, though they are rayther big for him; but they're tied on very tight,' and she held up the leg of tiny, trembling Peter, whose wistful face was even more eloquent than his sister's words. Decidedly the boots Peter wore were too large for him. His white mites of legs appeared like mere slips, planted, with a view to future growth, in capacious leather flower-pots. For a girl of her size, Martha must have had a large foot. 'Please, Sir, it ain't his fault, poor little feller!' Martha proceeded to explain, as her face flushed with shame; and, lifting up her charwoman's apron to wipe her eyes, she disclosed the fact that she had no shoes on at all. 'Please, Sir, it ain't his fault; it's all mother, Sir. When I got his things all ready last night, I cleaned his'n, Sir, so as you might see your face in 'em, and put 'em in the cupboard. That's where mother come in—she'd been drinking, don't you know, Sir—and found 'em. Seein' Peter's boots look so nice, she thought that they'd lend something on 'em at the pawn-shop, and so she took 'em for ninepence, Sir, and come home drunker than ever, Sir;' and poor Martha, for Peter's sake, fairly bellowed, and, in the extremity of her sympathy for that small sufferer, took him affectionately under her wing, which was the ample skirt of the coarse apron before mentioned. Let me, however, hasten to add that the girl's grief was of but short duration. By great good luck, the ticket applying to the ninepenny pawn was in Martha's possession, and presently she was on her way to the shop of the obliging tradesman with whom a mortgage on Peter's boots had been effected, and back again before the big hand of the school clock had scored ten minutes, and Peter was himself again. He was more than himself—his ordinary self, that is—for, instead of Peter the Small, he was made, as some compensation for his tribulation, Peter the Great, and honored with a seat beside the driver of the handsomest and sleekest of the gray horses, much to the pride and delight of Martha, who had the coarse apron to her eyes again, but they were another sort of tears she was now shedding.

I am glad to be able to state that the inspection discovered not a large number among the eager 300 who, on account of being either unclean or dirty, were pronounced ineligible for the treat. To be sure there was a score or so whose mothers had so strictly observed the terms of the tickets, which stipulated for a 'clean face,' that they had not permitted the towel to infringe an inch beyond, so that the child's countenance appeared as though carried in the brown rind of a nut that was white beneath, and in all these cases it was to be noted that the operators had endeavored to make up for their disaffection for soap and water by a display of unbounded faith in hair-oil. But these were inconsistencies that were speedily set right in the school lavatory. More difficulty was experienced in the matter of hats and bonnets. In their solicitude for the health of the ragged flock, the school authorities had insisted on some kind of head-covering as a precaution against sun-stroke when the youngsters were romping in the open fields, but in the majority of cases they knew no more of hats and bonnets than of gloves and pocket-handkerchiefs. They had never in all their lives worn such incumbrances, and now, under compulsion, took to them about as kindly as a free-footed African of the wilderness would take to Wellington boots, and this was more conspicuous from the fact that in many instances, in order to avoid the ill-to-be-spared purchase-money for new articles, the elders of the family had been laid under contribution for the occasion; and there were grinning young female faces, half extinguished under the full-blown head-gear of their grown-up sisters, while father's old billycock, ingeniously padded in the interior to keep it from descending over the eyes and ears, decorated the heads of many of the juvenile males. At last, however, were uttered the welcome words, 'Take your seats in the vans,' and with a roar of delight the merry 300 swarmed out of the school-room and out of the alley to the main street, where stood all in readiness the great vans with gay awnings fluttering in the breeze, that so deliciously tempered the sun's heat, and the sleek, gray horses, with shiny black hoofs, that were so soon to be powdered white with country dust. It was not all joy out in the main street, however. Three hundred is a large number; but it did not by even half comprise all the poor little pale-faced court and alley-dwellers thereabout, and who were there looking, in contrast to the merry grigs in the vans, so downcast, gutter-grimed, and intensely miserable as to make a man with money in his pocket, a pound or so of which he might at a pinch spare, feel quite uncomfortable. Just imagine what would have been the effect on that throng of poor, envious little outsiders who clustered about the vans and the horses just about to start for regions of bliss unknown to them, except by hearsay, if some one had started up exclaiming 'Do you hear, all you boys and girls, you nursing babies and all, you too are to share in the treat. The great tent in the far away country meadow is large enough to contain you all, and we will send forward a messenger to provide extra gallons of new milk and extra baskets of buns, and bushels of cherries and strawberries. Never mind about your ragged clothes and your naked feet; run home and tell your mother that you are going, and ere the time you return you will find other vans and horses ready to take you.' It does one good even to imagine the great shout of delirious delight with which such a proposition at such a time would be received—to picture the mad, breathless glee with which the shoeless little feet would rush away to make known the wonderful news, and the dull eye sparkling, the pale face flushing and all aglow with thankfulness too great for speech, when it was shown beyond a doubt that it was real, and that a day, a whole day, in the country was before them, with a glorious ride to commence with and a similar one as a wind-up. But it cannot be done on the present occasion, at all events. It is some consolation to know, as our imposing procession clatters over the stones, that the forlorn ones have already partially recovered their spirits and are enabled to respond, though not very heartily, to the deafening cheer as they bid farewell to Great Grime-street.

I must confess that on more than one occasion I have done injustice to the conductors of excursions similar to that one of ours. I have seen the vans with their lively freights come trooping past, and the youngsters, with a teacher or two in their midst, have waved their toy flags and fired off volleys of hurrahs in such rapid succession, and seemingly with so little to keep up their spirits to hurrahing pitch, that I have been troubled with the uncomfortable suspicion that they were doing it to order, and as a judicious public proclamation of their heartfelt gratitude to those benevolent persons who had so handsomely responded to the appeal made in their behalf in the newspapers. My experience of Saturday, however, convinced me that I was in error. The hurrahing is perfectly spontaneous, and springs as naturally from the glad young throats as cock-crowing from the throat of Chanticleer when that earliest of early birds salutes the morn. They are chock-ful of sensations that are none the less delightful because they are quite novel; and if they were not permitted to brim over in this way at the mouth, the possibility is that not a few of them would be prostrate on the floor of the van in fits of suffocation. It was not, however, until we were fairly off the stones and away from the houses, and came in sight of hay-fields and hay-making, and had brushed wheels in the green-hedged lane with a string of wagons, each piled so high with a mountain of hay that the forking branches of the ancient elms picked of a handful of it as the wagons passed along, as though liking the smell of it, and were proud to wear a few sprigs of it in their green button-holes; it was not until they arrived at this stage of their traveling that the Great Grime-street three hundred, without the least formality, took leave of their senses. They rose and executed on the floors of the vans a dance of such wild delirium that, had not the gray horses beeen tolerable well used to conveying alley children on country excursions, they must have taken fright at the noise and bolted. They waved their flags, they waved their caps by the peaks and their bonnets by the strings, and mingled 'bravos' and laughter with their hurrahs in such an insane way that the brown haymakers stood amazed. There was a jolly farmer, near a gate in the field, bestriding a fat, brown cob, and it was good to hear him laugh, and to see him wave his slouch wide-awake in response to the cap-wavers in the vans. Then somebody in the leading van—we had come to a temporary stand-still by this time—cried, 'Three cheers for the farmer!' and there ensued such a roar that the sleepy old rooks were startled out of their nests and uttered caws of complaint. As luck would have it, the farmer was the rightest possible kind of man for the occasion. 'P'r'aps they'd like a roll in it,' said he; 'they're welcome if they would.' Would they like it? Was there anything in the world that at that moment they would like better? They were over the sides and swarming down the wheels almost before the words, 'You may have ten minutes there,' were fairly out of the superintendent's mouth, and across the lane, and tumbling higgledy-piggledy, head over heels, anyhow, over the three-barred gate, screaming with laughter, while the jolly farmer sat holding on by the pommel of his saddle and enjoying the fun to such an alarming extent that it was a mercy he did not roll off the cob. And certainly it was exhilarating to see Great Grime-street making hay, and it was all the more difficult to realize the fact because the process to the uninitiated was decidedly that of unmaking hay rather than making it. 'Don't spare it, boys,' cried the farmer; 'toss it about, give it to the wind;' and so they did, with all their might and main, until they were quite breathless with tossing and pitching, burrowing and burying each other, and three-fourths of them were powerless to do anything but lie down and laugh. I should have liked Martha of the coarse apron to have seen how valiantly Peter of the boots went in for haymaking, and how his mite of a white face was improved by a country flush on it. It was marvelous how the Great Grime-street expression had vanished from the faces of the whole 300. They were not like the same children I had seen but a few hours since, loitering, dull and listless, in the ill-smelling, pent-up courts and alleys in which their lives are passed, but the satisfaction one experienced in noting the wonderful change was not untinged with bitterness induced by the reflection that, after all, this fleeting spell of real life would be of little longer duration than a pleasant dream, and that presently—to-morrow morning at latest—must come the grim awakening, when the sweet couch of hay would be changed to the frowsy horror that in the alleys of Great Grime-street does duty for a bedstead, and the blue sky overhead for the cracked and blackened ceiling.

It is best not to think of anything of the kind just at present, although the stipulated ten minutes is extended to half an hour, before the 300, with flushed faces and hay in their hair, are once again in the vans. An hour and a half's further pleasant riding, and the journey's end is reached, and the leading van is disburdened of its treasures, which consist chiefly of huge chests lined with cool tin, and filled with sandwiches of bread and meat, and a mighty barrel—a regular thirty-six gallon one of the very strongest single X that the brewer could be induced to part with at the price. This for the elder boys and the drivers; for the small fry there were scores and scores of bottles of lemonade and ginger-beer, and after that a plentiful dessert of strawberries and currants and cherries. Then came games of all kinds on the meadows, and by the more daring and adventurous ones explorations of adjacent woods, which, with a little assistance of the imagination, were almost dense enough to lose oneself in, and from which trophies to astonish Great Grime-street on the morrow were brought forth, consisting of two small speckless snakes and a last year's wasps' nest. Then a welcome and plentiful tea under the trees, the water being boiled real gypsy fashion in a great iron pot slung over a wood fire, an hour's rest and a few seasonable words of exhortation, and some singing, then more romps, and cricket, and foot-ball, and kiss-in-the-ring, till 7 o'clock chimed, when once again the vans and the gallant grays, fresh as paint, appeared. Then, everybody seated, with three times three by way of good-by, and hey-a-heigho, we started for London and Great Grime-street, where, it may be remarked, Martha was anxiously in waiting for Peter of the boots, who, unless he was too sleepy, doubtless kept that young charwoman rather far into the night recounting the marvels of his first day of country and sunshine. And once again, by the by, should the reader feel curious to know what were the expenses of the day, he is hereby informed that they amounted to something less than twenty pence for each child; and further, that if he will take the trouble to look over his morning newspaper, at this holiday season of the year, he will find, not one, but half a dozen good Samaritans, east, west, north, and south, who are earnestly begging for funds to promote similar excursions, and who will be happy to receive any number of twenty pences he may kindly spare."

A HOUSE BUILT IN A DAY.

The newspapers of Lancaster, Penn., publish an account of the building of a brick dwelling-house in that city in ten and a half hours, the materials having been prepared and collected on the site previous to the commencement. The house is twenty feet by thirty on the ground floor, two stories in height, and contains eight rooms. There were in all upward of 100 workmen employed. The cellar foundation was already laid, and at precisely 6 o'clock Friday morning the men went to work. The *Examiner* thus describes the labor:

"Mr. J. T. Reading, photographer, was present with his apparatus, and took views every fifteen minutes of the building and the workmen while in motion, which, of course, produced some ridiculous pictures—men, white and colored, in almost every position, are to be seen represented. At 8 o'clock A. M. the structure was advanced to the height of one story, with two floors—ground and second—laid, partitions in, and lathed and partly plastered, doors hung, stairways up, and a view taken with the Doctor in the midst of his workmen. The scene is a busy and comic one—the bricklayers erecting scaffolding for the second story. 10 o'clock A. M., view taken of western front on Prince-street; second story brickwork two-thirds up, with carpenters ready to lay floor, and plasterers commence lathing; western front painted and brick penciled of first story, and masons run short of brick, and then some delay in consequence, but it was remedied in a short while.

11 o'clock A. M., the bricklayers are up to square of ceiling for third floor, with corners raised to the height required to receive the rafters for roofing. Tinners waiting. The process of white-coating is now about completed in the first story. 11:18 A. M., first rafter for the roof laid. At 11:11 the last brick was placed upon the chimneys, and the bricklayers are done. Roof sheathed and tinners begin to lay roofing. 12:50, scaffolding all removed from building. 2:30 P. M., sash in windows of first story and painters finished up; wash-boards down and rubbish cleaned away. At this writing the tinners are leaving the building; roofing and spouting completed. Plasterers still at work in the second story. The building has been insured, and in the course of a few hours will be ready for a tenant."

A VISIT TO AN ICEBERG.

A recent letter from a gentleman on board the United States steamer Juniata, at St. Johns, N. F., contains this paragraph: "On the 3d inst. a large iceberg became stranded at the mouth of the harbor, and the Captain wishing some of the officers to go out with him and see it, I gladly accepted the invitation, and as soon as our party was made up, we started out in the steam launch. As we approached the berg the air grew sensibly colder, and we found it necessary to slip on our overcoats. We ran alongside of it and measured it with our eye, which gave us 35 feet high, 180 feet broad, and 400 feet long, and as that portion below the surface bears the proportion of seven to one, we can calculate the depth of thickness of the berg to be 280 feet, equal to 11,200,000 cubic feet, or 286,225 tons. The berg was melting so rapidly that water was flowing from it in every direction, preventing us from approaching very close to it, so we decided to go to a smaller one and cut some ice for our own consumption. We were very successful, as we brought on board in the neighborhood of half a ton. About five minutes after leaving the large berg we heard an explosion, and looking around, saw that one end of the berg had burst off, and filled an area of about 300 feet in length of the width of the berg, so we escaped an unpleasant dampness just in time."

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—AUG. 2.

SALES FROM 2 TO 3 P. M.

300 Western Un..b3.	92¾	400 D. Lack. & W. b3.	102
200 do.	92¾	140 do.	102
200 N. Y. C. & H...s3.	105⅜	200 do....b30.	102
300 Pacific Mail.	37⅞	100 do....b3.	102
100 do....b3.	38	300 do.	101⅞
300 do.	38	100 Tol. & Wab.	72¾
1000 do....u. r.	37⅞	100 Ohio & Miss.	40⅜
1200 Lake Shore.	95¼	300 do.	40
100 Union Pacific..b3.	28¾	100 Han. & St. Jo.	39½
100 Illinois Central.	108	100 Atlantic & Pac. Pf.	26¼
200 North-western.	68¾	100 C., C. & I. C.	31¾
100 St. Pau.	53¼	100 do....s3.	31¾
100 do.	53⅜		

MONDAY, Aug. 4—A. M.

The weekly averages of the Associated Banks, local and National, reporting through the Clearing-house for the week ending Saturday last, Aug. 2, compare as follows with the previous week, and also with the corresponding week last year, to which we add the Gold and Currency balance in the New-York office of the United States Treasury at these dates respectively:

Increase in Loans	$597,100
Decrease in Specie	977,100
Increase in other Legal Tenders	81,500
Decrease in Deposits	277,400
Decrease in Circulation	37,100

	Aug. 3, '72.	July 26, '73.	Aug. 2, '73.
National Capital	$71,783,500	$70,985,000	$70,985,000
Local Capital	15,370,500	17,157,500	17,157,500
Total	$87,154,000	$88,142,500	$88,142,500
Loans	303,036,200	289,389,100	289,986,200
Gold & Gold Notes	23,925,900	31,239,300	30,272,200
Other Legal Tend'rs	55,051,700	49,957,000	50,038,500
Deposits	241,528,000	239,118,300	238,840,900
Circulation	27,337,200	27,225,100	27,188,000
In Sub-Treasury	52,451,003	67,172,600	72,551,000

We subjoin the relative strength of the Bank Statement in respect to Lawful Money to Deposits and Circulation:

	July 26, '73.	Aug. 2, '73.	Aug. 3, '72.
Deposits	$239,118,300	$238,840,900	$241,528,000
Circulation	27,225,100	27,188,000	27,337,200
Total	$266,343,400	$266,028,900	$268,865,200
Required 25 ₱ cent.	$66,585,850	$66,507,225	$67,216,300
Actual basis	81,196,300	80,310,700	78,977,600
Excess	$14.610,450	$13,803,475	$11,761,300
Rate of money.	3@4 ₱ ct.	3@4 ₱ ct.	3@5 ₱ ct.

The Bank return is a very steady one, as on last Monday, and the probability is that Money will continue cheap on the Stock Exchange, and at moderate rates on Mercantile paper and time loans for three or four weeks to come. It did so last year through the month of August, although in the first ten days of the month the Importers took nearly $9,000.000 in Gold Notes from the Banks to pay into Custom-house. This operation, it will be borne in mind, was exceptional, following the changes in the Tariff. It ran the Customs, at New-York alone, up to $19,960,000. This season they will hardly exceed $12,000,000. In July they were nearly $3,000,000 in excess of last year from the same cause which produces the difference, the other way, in August.

While the general trade of the past week continued active in the receipts and exports of Domestic Produce, and further considerable preparations were made by the Importers for the Fall business, the actual sales in the Dry Goods line were less encouraging than the week before, and the same remark applies to Domestic Commission Goods. The demand keeps good for some of the staple articles of General Foreign Merchandise, like Sugar and Coffee, and there is more firmness in Teas, Wool, &c. The movement in Grain, Provisions, Petroleum, and other Produce is affording, with the help of the Summer pleasure travel, a larger traffic on the Railroads than last season, the increase more than corresponding with the growth of population, though not ahead of the material development of the country.

From the official Schedule of the Public Debt of the United States of Aug. 1, we compile the following classification of the Funded Stocks, bearing Interest in Gold, to which we add the Treasury Circulation, including past due Bonds and Notes upon which Interest has ceased:

FUNDED (GOLD) STOCKS, UNITED STATES, AUG. 1.

Date.	Coupon.	Registered.	Total.
5-20s, 1862	$187,446,900	$25,457,500	$212,904,400
5-20s, 1864	34,118,100	34,681,150	68,799,250
5-20s, 1865	119,148,750	36,285,400	155,434,150
5-20s, 1865 (new).	148,411,450	58,448,600	206,860,050
5-20s, 1867	224,495,050	90,517,650	315,012,700
5-20s, 1868	24,309,750	14,025,500	38,335,250
Total 5-20s.	$737,930,000	$259,415,800	$997,345,800
Sixes, 1881	90,803,300	192,878,050	283,681,350
Fives, 10-40s	54,251,950	140,315,350	194,567,300
Fives, 1874	13,955,000	6,045,000	20,000,000
New Fives, 1881.	89,387,300	141,816,800	231,204,100
Total	$986,327,550	$740,471,000	$1,726,798,550
Total March 4, 1869			2,107,846,150
Reduction under President Grant.			$381,047,600
Treasury Circulation Aug. 1, 1873			420,649,644
Treasury Circulation March 4, 1869			417,617,100
Difference			$3,032,544
Yearly Gold Interest on the Funded Stocks of the United States March 4, 1869			124,255,350
Present yearly Interest			99,030,199
Reduction per annum			$25,225,151

The Treasury held, on Aug. 1, 1872, Gold balances to the amount of $69,319,689. On Aug. 1, this year, $80,144,186. The Gold Notes Circulation of the Treasury last year was $31,690,380. The present Gold Notes Circulation is $42,831,000. Of the latter, the New-York Banks hold $30,272,000; last year, $23,925,000. In other hands, at present, $12,559,000; last year, $7,765,000. The excess of Gold balances in the Treasury, after providing for the whole of the Gold Notes Circulation, is now $37,313,000. Last year, $37,629,000. The price of Gold, Aug. 1, both years, 115⅜@115½ ₱ cent. Last year, Aug. 31, 112¾ ₱ cent.

The Import Entries in New-York, embracing Foreign Dry Goods and General Merchandise, for the past week, were $5,412,088, against $7,378,540, for the corresponding week last year. The Exports of Domestic Produce, other than Gold and Silver, were $5,764,323, against $4,052,332, same time in 1872. The Exports of Gold and Silver, $710,442, against $1,653,289 same time in 1872. The Customs, in Gold, paid into the New-York Office of the United States Treasury, for the week, were $3,090,760.

The Gold value of the Import Entries of Foreign Merchandise at New-York, exclusive of Foreign Specie, since Jan. 1, 1873, are as follows—the figures being official to July 1, and since semi-official from the Custom-house:

January	$37,689,732	July 5	$4,112,009
February	38,726,564	July 12	9,432,296
March	42,625,933	July 19	6,530,355
April	36,597,173	July 26	6,967,706
May	34,419,370	Aug. 2	5,412,088
June	28,197,485		
Total since Jan. 1, 1873			$250,719,731
Total 1872 to date			267,851,864
Decrease since Jan. 1			$17,132,133

The currency value of the exports of domestic produce and miscellaneous goods, including foreign articles re-exported from the port of New-York since Jan. 1, 1873, is as follows:

January	$20,050,550	July 2	$4,112,009
February	21,130,002	July 9	4,964,501
March	21,982,209	July 16	5,427,800
April	25,610,719	July 23	6,529,662
May	26,253,026	July 30	5,764,323
June	24,443,326		
Total since Jan. 1, 1873			$166,268,127
Total 1872 to date			128,246,565
Increase since Jan. 1			$38,021,562
Gold, Aug. 2, 1873			115⅜ ₱ cent.
Gold, Aug. 3, 1872			115⅜ ₱ cent.

The export of Specie since Jan. 1, 1873, from the port of New-York, is as follows:

January	$7,127,989	June	$6,555,996
February	3,670,444	July 5	401,515
March	3.850,432	July 12	4,124,588
April	3,850,810	July 19	3,944,533
May	2,943,583	July 26	624,838
Aug. 2	710,442		
Total since Jan. 1, 1873			$37,905,169
Total 1872 to date			54,284,283
Decrease since Jan 1			$16,379,114

The Customs receipts in Gold, deposited in the New-York Office of the United States Treasury, and the Gold Interest paid out by this Office since Jan. 1, 1873, are as follows:

	Customs.		Gold Interest.
January	$11,037,490	January	$16,019,011
February	13,112,139	February	4,760,206
March	12,327,366	March	1,918,101
April	10,063,200	April	4,272,796
May	9,321,801	May	6,798,792
June	7,915,012	June	4,575,185
July	10,439,462	July	9,931,337
Aug. 2	762,660	Aug. 2	836,000
Total, 1873	$75,169,160	Total, 1873	$49,111,429
Total. 1872	87,972,633	Total. 1873	54,251,256

COURSE OF THE STOCK EXCHANGE—THE WEEK.

		Aug. 3, '72.
American Gold	115½@115⅞@115¼@115⅜	115⅜
U. S. 5-20s, '65, May and Nov.	119⅜@119⅜	116⅞
U. S. 5-20s, '67, Jan. and July	118⅞@118⅞	116
U. S. New 5 ₱ cents	116@114¾ x. d.	x. d. 112⅜
Central Pacific 6 ₱ cents	101¼@101½	102
Union Pacific 6 ₱ cents	82½@82½	89½
New-York Central	104½@105¾@105⅜	97⅛
Rock Island	110⅜@110¼	110⅜
Ohio and Mississippi	39¾@40½@40	44
St. Paul Common	51¾@53⅜	55
St. Paul Preferred	73⅝@73⅝	78¼
Toledo and Wabash	71½@72¾	75¾
Union Pacific	27⅞@29@28⅞	36⅛
Erie	60½@59¾	45¾
Western Telegraph	91½@93½@91¾@92¾	74¾
Pacific Mail	38¼@36¾@37⅞	75⅛
Lake Shore	93¾@95½@94¾@95⅛	90⅜
Harlem	134@132½@133⅞	117⅞
North-west Common	69¾@67¾@68¾	74⅛

The Share speculation on the Stock Exchange was generally firm through the week, and the exceptional weakness on particular Stocks lasted only a day or two. The whole market had a firm look at the close of business on Saturday. Early in the week fresh hold was taken of the Vanderbilt favorites by the buyers for the rise, New-York Central advancing to 105¾, Telegraph to 93½, and Lake Shore to 95¼ x.d. The scarcity of Erie Stock was less marked, but the price varied but slightly from 60 ₱ cent., although this point is deemed ahead of the London market. There was something of a movement to advance the Common Stock of the St. Paul Road, and the price is 1½ ₱ cent. higher than on Saturday week. In the Public Funds the changes were unimportant, while in the Railroad Mortgages a fair demand was shown at the Exchange Board, and there is something doing, by private sale, in the new loans. In regard to the Atlantic and Pacific Road, which, besides its own line, is the lessee of the Missouri Pacific, it was rumored, on Saturday, that the negotiations, heretofore intimated, with the new Texas-Pacific interest, for a junction of the two enterprises on the parallel of 33° 30′ North latitude, had been satisfactorily closed, and that Mr. Thomas A. Scott is to take the Presidency of both Roads, Mr. Pierce continuing in charge of the Atlantic and Pacific and Missouri Pacific lines in Missouri, as Vice-President. The original plan of the Atlantic and Pacific line was to run through the mountains to the Pacific on the parallel of about 35°. The Texas line was to follow, as nearly as practicable, the line of 32°. Under the new arrangement, the former will bear down to 33° 30′, and the latter up to the same parallel, making a common line to the Pacific from the place of meeting.

The recent favorable turn in the Stock Market is ascribed to the influence of the Vanderbilt Stocks and the accession of Mr. Vanderbilt, himself, and Mr. Amasa Stone, of Cleveland, to the management of the Lake Shore Road. These Stocks have all gone up since, including Harlem and Western Telegraph, but only partially as compared with the predictions of the immediate friends of Mr. Vanderbilt. Without especially sympathizing in their extreme views, we may as well state some of the points relied upon for a further very considerable advance in each Stock. 1. New-York Central is to be made a 10 ₱ cent. Stock by the application, in the course of a year or two of $25,000,000 of the recently created Mortgage of $40,000,000 to a third and fourth track, wherever required on the line of the road between New-York and Lake Erie, the other $15,000,000 being reserved to take up the old debt of the Central and Hudson as it matures. 2. The Lake Shore is to be leased on the basis of Eight ₱ Cent. per annum, clear income on the Capital of $50,000,000 and the assumption of the Interest upon the Debt of the Company, by the New-York Central. 3. The Harlem Road, already leased at 8 ₱ cent. on the present Capital and the Interest upon the whole Debt, north and east of the Grand Central Depot, with the reservation of the City or Fourth-avenue line and all the real property in the City, is to make a Scrip Dividend of 40 or 50 ₱ cent. in the shape of new Stock to represent these reservations, upon which Stock 8 ₱ cent. can be earned independent of the lease. We make this suggestion, under reservation, as accounting for the current opinion in well-advised quarters that Harlem Stock is soon to be made worth 150 ₱ cent. 4. The Western Telegraph is to come into Vanderbilt control, if it is not already so practically, in October, with the present executive head, Mr. Orton, continued in the management. A new departure is to be taken on the basis of at least eight ₱ cent. per annum on the restored Capital of $40,000,000 or $41,000,000, the stock owned by the Company to be first divided as a Scrip Dividend of 15 or 20 ₱ cent. on the existing outstanding Capital.

BANKING AND FINANCIAL.

☞ BANKING-HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW-YORK, Aug. 4, 1873.

We recommend to our friends and customers, for investment of surplus capital, or in exchange for Government Bonds:

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold coin, in New-York; interest payable Jan 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD IS A COMPLETED TRUNK LINE, BETWEEN THE ATLANTIC SEABOARD AND THE GREAT WEST, 420 miles in length, extending from tide-water, at Richmond, to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest **Iron, Coal, and Timber Regions in the United States.**

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We continue to deal in **Government Securities, and Central Pacific and Western Pacific Bonds;** buy and sell Stocks and Bonds at the Stock Exchange on commission, for cash; make Collections, receive Deposits, on which we allow interest at the rate of Four per Cent., and do a general banking business.

FISK & HATCH.

Banking-House of **HENRY CLEWS & CO.,** No. 32 WALL-ST., NEW-YORK,

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Guaranteed by the
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We recommend these bonds as an undoubted security, and equal to any now offered. At present price they yield more than NINE PER CENT. For sale by
HENRY CLEWS & CO., No. 32 Wall-st.

COMMERCIAL AFFAIRS.

NEW-YORK, Aug. 2, 1873.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pks.	4	Oil-cake, pks.	500
Bees-wax, pks.	1	Cut-meats, pks.	425
Dried Fruit, pks.	28	Lard, tcs.	1,790
Eggs, bbls.	1,268	Butter, pks.	3,512
Flour, bbls.	4,338	Tallow, pks.	10
Corn-meal, bbls.	1,119	Cheese, pks.	21,158
Wheat, bushels.	191,219	Stearine, tcs.	50
Corn, bushels.	43,950	Resin, bbls.	815
Oats, bushels.	32,561	Spirits Turp., bbls.	792
Peas, bushels.	2,871	Tar, bbls.	11
Beans, bbls.	297	Starch, boxes.	1,950
Copper, bbls.	27	Spelter, slabs.	3,304
Cotton, bales.	3,099	Tobacco, hhds.	192
Beans, bags.	107	Tobacco, pks.	65
Hides, No.	644	Skins, bales.	11
Hides, bdls.	594	Wool, bales.	377
Leather, sides.	3,633	Whisky, bbls.	432
Molasses, bbls.	24		

COFFEE—Rio has been rather quiet and steadily held, with sales of 2,325 bags per Gassendi, and 4,528 bags per Adolph Fredholn on private terms. We quote invoices thus: Rio, ordinary, 18¼c.@18½c.; fair, 18¾c.@19c.; good, 19¼c.@19½c.; prime, 19¾c.@20c., gold ₱ ℔., 60 day's credit; Rio, in lots, 18½c.@20¼c., gold; Java, 21½c.@23½c.; Maracaibo, 19c.@20¼c.; Laguayra, 19c.@20¼c.; San Domingo, 17¼c.@17½c., gold.

COTTON.—There has been a very dull market for spot cotton, with prices unchanged. For forward delivery prices have declined 1-16c.@⅛c., with slow sales. The business in spot Cotton sums up 653 bales, of which 317 bales last evening, including 339 to exporters, 254 to spinners, and 60 to speculators. Sales since our last for forward deliveries have been: August—100 bales at 19 13-32c.; 300 bales at 19⅜c.; 100 bales at 19⅜c., no notice before 11th; 300 bales at 19 11-32c.; 100 bales at 19⅜c.; 100 bales at 19 11-32c. September—100 bales at 18 11-32c.; 200 bales at 18 5-16c. October—100 bales at 18c. Total, 1,400 bales. The receipts at this port to-day were 3,099 bales, including 2,580 bales from New-Orleans, 196 bales from Philadelphia, 136 bales from Newbern, 124 bales Savannah, 63 bales per rail. The annexed quotations are based on Cotton in store, running in quality not more than half a grade above or below the grade quoted:

Closing Prices of Cotton in New-York.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary	14¼	14¼	14	14¼
Good Ordinary	17⅜	17⅜	17⅞	17⅞
Strict Good Ordinary	18⅜	18⅜	18⅞	18⅞
Low Middling	19⅜	19⅜	19⅞	19⅞
Middling	20⅜	20⅜	20⅞	20⅞
Good Middling	22½	22½	22¾	22¾

FLOUR AND MEAL—For State and Western Flour the market has been very quiet, the business mainly in jobbing lots, with prices without decided change. Sales have been reported, since our last of 19,700 bbls., all told, including No. 2 at $3 25@$4 25, chiefly at $3 50 @$4; inferior to fancy Superfine State and Western at $4 85@$5 35, chiefly at $4 90@$5 10; inferior to good Extra State, $5 90@$6 50, chiefly at $6 15@$6 35; good to fancy do., $6 65@$7 25; very poor to very good shipping Extra Western at $5 90@$6 45; very poor to very good shipping brands round-hoop Ohio, $6 10@ $6 55 ₱ bbl.

No. 2 Flour	$3 25@$4 25
Sour Flour	3 50@ 6 50
Superfine State and Western	4 90@ 5 35
Extra State	5 90@ 7 25
Extra City	6 00@ 7 30
Extra Genesee	7 30@ 9 50
Extra Ohio, round-hoop, shipping brands	6 10@ 6 60
Extra Western, shipping brands	5 90@ 6 45
Extra Ohio, trade and family brands	6 70@ 9 50
Ex ra Western, trade and family brands	6 65@ 9 50
Extra St. Louis, ordinary to fancy	6 75@10 50
Extra Minnesota, poor to fancy	6 25@10 75

Southern Flour has been in better demand at unchanged prices. Sales have been reported since our last of 980 bbls., in lots, at from $6 25@$7 50 for ordinary to choice shipping, and $7 50@$10 75 for ordinary to fancy Trade and Family Extras; $5 30@$6 15 for very inferior stock, ₱ bbl....Oregon Flour dull and nominal, with choice Extra quoted at $9 50@$9 75; California Flour, fair to very choice Extra, at $8@$9 50 ₱ bbl....Rye Flour steadily held at from $4 30@$5 25 for inferior fine to fancy Superfine; sales, 500 bbls., chiefly Superfine grades, at $4 90@$5 25 ₱ bbl....Corn-meal has been in fair demand from $3 10@ $3 50 for inferior to very fancy Yellow Western, chiefly at $3 15@$3 30 for inferior to good, and $3 35@$3 50 for choice to fancy; $2 65@$3 15 for White do.; $3 25 @$3 30, chiefly $3 30 for Jersey; $3 30@$3 35 for Caloric; $3 35 for Golden Star; $3 50 for Golden Ear, and $3 80@$3 90 for Brandywine. The reported sales since our last have been 800 bbls....Bag-meal has been selling at from $1 05@$1 11 for coarse; $1 25@$1 30 for Yellow, and $1 25@$1 30 for White, ₱ 100 ℔s.... Oat-meal slow of sale at from $7@$8 75 ₱ bbl

GRAIN—For Wheat prices have been ruling a shade firmer, with a moderate export and milling demand. Sales have been reported of 131,000 bushels at $1 10@ $1 20 for rejected Spring, $1 27@$1 32 for common to prime No. 3 Spring, $1 34@$1 35 for No. 2 and No. 3 Spring Mixed, $1 42@1 42½ for No. 2 Milwaukee, $1 46@$1 47 for No. 1 Spring, $1 36 for No. 2 Chicago. Rye has been in better shipping demand at firmer prices; sales have been reported of 80,000 bushels, part yesterday, including parcels to arrive at 80c.@82c. Corn has been ruling weak, with a moderate export trade. Sales have been reported of 72,000 bushels at 50c.@54c. for steamer lots of Mixed Western, the latter price for very choice lots; 55c.@57c. for sailing do.; 56c.@58c. for High Mixed and Yellow Western; 53c. for Kiln Dried; 48c.@49c. for Heated; also, 25,000 bushels Western Mixed, for September, at 57¾c., sail-vessel order. Oats have been in better demand at stronger prices, with sales reported of 78,000 bushels at 41½c.@42½c. for New Mixed Western; 48c.@52c. for White Western; 41c.@42c. for Black Western.

GUNNY BAGS AND BAGGING—Have been quiet and steadily held; Bags ruling at 14½c.; Bagging at 10c.@ 10½c.; Domestic Cloth at 14c. for prompt deliveries.

HAY AND STRAW—Have been in better demand at the revised prices. The quotations are, for Hay—Choice Timothy, $30@$34; prime do., $28@$30; fair do., $22@24; shipping do., $18@$20; Straw—Long Rye, $18@$20; Oat, $12.

HEMP AND JUTE—Sales have been reported of 600 bales Jute Butts at 2c. currency. Other kinds quoted at $115@$120 for Undressed, and $180@$225 for Dressed, per ton; Manila, 10½c.; Sisal, 8c., gold; Jute, 2½c.@4¼c.; Jute Butts, 2c., currency, ₱ ℔.; North River Flax, 15c.@18c.; Western, 14½c.@16c.; Canadian, 15c.@18c.

HIDES—In Dry Hides a fair amount of business for the season has been done during the week, as below reported, though the market cannot be characterized as active. We advance our quotations ½c. on some descriptions, with a firm tendency. The trade manifest no desire to purchase in advance of their requirements, which, at this season of the year, are always small. Wet-salted Hides are in good request at firm figures. We note the sale, for future delivery, of about 6,000 Texas Packer Steer Hides, at equal to 14c. Sales since the 26th inst. have been 38,000 Hides and 84 bales, as follows: 6,500 Dry Buenos Ayres, 22@24 ℔s., at 25¾c.@26c., gold, selected; 2,000 Dry Montevideo, 21 ℔s., sent to tan on importers' account; 1,100 Dry Corrientes, 22½ ℔s., at 23½c., gold, 4 months, selected; 5,200 Dry Rio Grande, 21 ℔s., at 25c., gold, 2 months, selected; 800 Dry California, 24 ℔s.; 900 Dry Central American, 20@22 ℔s.; 460 Dry Payta, 27 ℔s.; 600 Dry Truxillo, (to arrive,) 16 ℔s.; 300 Dry West India, 18 ℔s.; 500 Dry Bogota, 21 ℔s.; 3,100 Dry Texas and Mexican, (part to arrive,) 22@24 ℔s. 3,800 Dry Texas and Mexican Kips, 9@10 ℔s.; 1,000 Wet-salted Rio Grande Cow, 50 ℔s.; 8,000 Wet-salted Texas, (part to arrive,) 55@65 ℔s.; 2,500 Wet-salted New-Orleans Kips, 21@23 ℔s.; 1,300 Wet-salted City Steers, 70 ℔s.; 50 bales Calcutta Cow, 10 ℔s.; 34 bales Calcutta Buffalo, 20 ℔s., on private terms. The stock on hand is 209,200 Hides and 792 bales, (same time last year 291,300 Hides and 1,490 bales,) as follows: 95,500 Dry Buenos Ayres, &c.; 84,600 Dry Montevideo, &c.; 14,500 Dry Rio Grande; 2,100 Dry Orinoco; 4,500 Dry Bogota, &c.; 1,000 Dry Central America; 1,000 Dry and Salted Mexican; 6,000 Dry and Salted Texas and Southern; 434 bales Calcutta Buffalo; 358 bales Calcutta Cow.

MOLASSES—Foreign has been ruling strong, with moderate supplies. We quote: New-Orleans, inferior to fancy, at from 60c.@87½c.; Porto Rico, at 30c.@60c.; Cuba, at 18c.@38c.; English Islands, at 28c.@45c. ₱ gallon.

NAVAL STORES—The market for Spirits Turpentine has been ruling dull, and small merchantable orders quoted at 43c.; sales, 250 bbls. at 43c. Resin—Strained is inactive, and prices are entirely nominal; quoted at $3 05@$3 10 for common and good. The fine goods have been sparingly dealt in, with some irregularity in prices.

PETROLEUM—Has been very much depressed, and about nominal. Crude, in bulk, quoted at 7½c.; Refined at 17c.; cases at 22c. Naphtha at 9½c.@10c. For Philadelphia delivery there has been a dull and unsettled market, with refined quoted at 17c. nominally.

PROVISIONS—Pork has been steadily held, but rather quiet, at $17 50 for New Mess, without sales reported. Dressed Hogs have been in better supply at easier prices, with sales at 6¼c.@7⅛c. Cut-meats have been quiet, with sales of 3,000 ℔s. Rib Bellies at 9½c.; 500 fresh Bellies, 8½c.; 500 loose City-pickled Hams, 13 ℔s. average, 13c. Bacon has been ruling weak, with sales of 150 boxes City Long Clear at 8½c.@ 8¾c.; 35,000 ℔s. Short Rib, in bulk, 8½c.@ 8¾c. Lard has been quiet and weak; sales have been reported of 750 tcs. Western Steam for August at 8 9-16c.; 500 tcs. for September at 8 11-16c.; 250 tcs. for December at 8⅝c.; 250 tcs. for December and 250 tcs. for January at 8⅝c. Of new Lard, 350 tcs. brought 8¼c.@8⅜c.; of City Steam 100 tcs. were sold at 8¼c.@8⅜c....Beef has been dull, the range having been from $8 25@$10 75 for new Mess; $10 75@$12 75 for new Extra do. ₱ bbl.; sales, 120 bbls. Tierce Beef has been quiet at $16 50@$20 for prime Mess, $20@$23 for India Mess, and $22 50@$25 for Extra India Mess. Beef Hams quiet, within the range of $18@$29 for very inferior to choice brands....Butter—We quote at from 24c.@31c. for fair to choice State at 31c.@35c. for choice to very fancy lots, and 14c.@21c. for Western, chiefly within the range of 16c.@18c. for fair to good; 21c.@25c. for fancy do.; 8c.@8½c. for Grease stock....Cheese has been ruling lower, with State Factory, poor to very fancy, quoted at from 8½c.@13⅞c., chiefly at 13¼c.@13¾c. for fine, and 13⅞c. for strictly fine to very fancy stock, and 12c.@13c. for fair to good shipping qualities; State Dairy at 7c.@13½c.; Western product at 9½c.@13½c. for ordinary to very choice Factory; 5c.@8c. for Skimmed stock, ₱ ℔.

SKINS—Goat—Market quiet, with sales of 100 bales Mexican, 27 bales Payta, and 12 bales Rio Hache. Receipts have been 67 bales from Calcutta, 75 bales from Santa Martha, &c., and 4 bales from Laguayra. Deer are in good request and prices firm. Receipts have been 139 bales Porto Cabello, &c., 66 bundles Angostura, and 17 bales Para. Sales are reported of 34,000 ℔s. Porto Cabello, &c., 10,000 ℔s. Angostura, 5,000 ℔s. Para, 3,000 ℔s. Central America, 2,000 ℔s. Truxillo, (to arrive,) and 5,000 ℔s. Matamoras and Texas. Deer—Honduras, 57½c.; Guatemala, 67½c.; Chagres, 62½c.; Campeachy, 55c.; Sisal, 57½c.; San Juan, 55c.; Vera Cruz, 50c.; Porto Cabello, 55c.; Angostura, 50c.; Para, 60c.; Southern and Texas, 35c.@45c., currency, ₱ ℔. Goat—Tampico, 46½c.; Matamoras, 46½c.; Vera Cruz, 45c., gold, ₱ ℔.; Buenos Ayres, 50c.; Payta, 47½c.; Curacoa, 50c.; Bogota, 42c.; Cape, 35c. @40c.; Madras, each 50c.; Patna, 35c.; East India Tanned Goat, 75c.; East India Tanned Sheep, 57½c.@60c., currency, ₱ ℔.

SUGAR—Raw has been very quiet, with buyers and sellers apart in their views. We quote nominally: Fair refining Cuba at 7⅝c.@8c.; good do. 8¼c.; prime do., 8⅜c.; No. 12 Box Clayed stock at 8¼c.; Centrifugals, Nos. 10 and 13, 8¼c.@9⅜c. Refined Sugars have been quiet, with Powdered quoted at 11c.; Crushed at 11c.; Granulated at 11⅛c.; A's, 10⅞c.@10⅝c., and Yellow at 9c.@10¼, ₱ ℔.

TALLOW—Has been very quiet at steady prices. Sales have been 75,000 ℔s. at 8c.@8⅛c. for fair and good lots out of town stock.

WHISKY—Has been ruling firm, with a sale of 50 bbls. at 97c. Of Alcohol, 500 bbls., for export, brought 48c.

FREIGHTS—Room has been offered sparingly, with rates very firm. There has been a fair inquiry for Grain tonnage, and a moderate call from other sources. The engagements were: To Liverpool, by steam, 22,500 bushels Grain, in bags, at 13c. for Corn, and 13½c. for Wheat; 1,000 boxes Cheese at 70s.; 100 tcs. Lard on private terms. To London, by steam, 20 tcs. Provisions at 9s.; 70 bbls. do. at 6s.; 100 tcs. Lard on private terms. To Glasgow, by steam, (re-let,) 22,500 bushels Grain at 12d. To Antwerp, by steam, 500 bbls. Flour on private terms; brig, hence to Rio Grande, 1,600 bbls. Flour on private terms.

THE STATE OF TRADE.

CHICAGO, Aug. 2.—Flour quiet and unchanged; sales of choice Extra Spring at $6; Extra Winter at $7@$8. Wheat in fair demand and lower for Spot, which is scarce; sales of No. 2 Spring at $1 17 for car lots; $1 18 for round lots, cash; seller August, active and higher, but unsettled at $1 15¾; seller September, quiet and weak at $1 07½; No. 1 Spring at $1 25; No. 3 do. at $1 05@$1 06½; Rejected at 91c. Corn advanced and in fair demand at 37c. for No. 2 Mixed, cash or seller August; 38¼c., seller September; 39¼c. seller October; Rejected at 34½c.@34¾c. High Mixed, on canal, at 38½c. Oats firm and in fair demand at 26¾c. for No. 2, cash or seller August; 26c. seller September; rejected, 23½c.@24c. Rye firm and in fair demand at 57c.@58c. for No. 2. Barley dull and unchanged. Pork firm and in fair demand at $15 62½@$15 70, spot or seller August. Lard quiet and unchanged, at 7¾c. Bulk Meats steady and unchanged. Bacon quiet and unchanged. Whisky in fair demand and lower at 93c. Freights—Corn to Buffalo, 5½c.@5¾c. Receipts—5,000 bbls. Flour, 22,000 bushels Wheat, 176,000 bushels Corn, 50,000 bushels Oats, and 1,000 bushels Barley. Shipments—5,000 bbls. Flour, 67,000 bushels Wheat, 142,000 bushels Corn, and 93,000 bushels Oats.

BUFFALO, Aug. 2.—Lake and rail imports for the past twenty-four hours—Flour, 3,864 bbls.; Wheat, 27,564 bushels; Corn, 72,400 bushels; Oats, 42,950 bushels. Canal Shipments—Wheat, 62,986 bushels; Corn, 237,454 bushels. Rail Exports—Wheat, 10,200 bushels; Corn, 65,772 bushels; Oats, 28,800 bushels. Canal Freights—To New-York, Wheat, 10½c.; Corn, 9½c.; Oats, 6½c. Flour quiet; Western Spring, $6 50 @$7; Bakers', $7@$8; Amber, $7 50@$8 50; White, $9@$9 25. Wheat in light demand; sales in small lots Milwaukee No. 1 Spring at $1 40; do. No. 2 Spring at $1 30; quoted—Milwaukee No. 1 Spring, $1 38@$1 40; Milwaukee No. 2 do., $1 30; Chicago No. 2 Spring, $1 28; White Canada, $1 65@$1 73; White Michigan, $1 70@ $1 75. Corn steady; sales, 30,000 bushels No. 2 Prime at 45c. Oats quiet; sales, 7,000 bushels No. 2 at 36½c.; 1,500 bushels Chicago No. 2 at 37c. Rye nominal at 73c.@75c. Barley-malt—Prime Western, $1 15@$1 20; prime Canada, $1 25. Provisions—Mess Pork, $16 50@$17; Short Cuts, $16 50@ $17; Hams, $14; Sacked, $14 50; Shoulders, 9c.; Dried Beef, $17; Beef Tongues, $6 ₱ dozen; Corned Beef, $8@$12. Lard, 8¼c.@8½c. in tierces; 9c. in kegs.

LOUISVILLE, Aug. 2.—Flour in fair demand and unchanged. Wheat steady and in good demand at $1 20 @$1 30 for new, on arrival. Corn steady at 58c.@62c. for sacked, from store. Oats firm at 44c.@46c. for sacked, from store. Rye and Barley nominal. Pork steady at $16@$16 50. Bacon firmer and in good demand at 9½c.@9¼c. for Shoulders; 10¾c.@11c. for Clear Rib Sides; 10¾c.@11c. for Clear Sides, packed. Bulk Meats sold at 8c. for Shoulders; 9¾c. for Clear Rib Sides; 9⅞c. for Clear Sides, loose; ¼c. higher for packed. Hams in fair demand at 13c.@13½c. for Plain; 14½c.@15c. for Sugar Cured, packed. Lard firm at 9c.@9½c. for Tierce, 10c. for Keg, 8¼c. for Steam; small order lots ½c.@¼c. higher. Whisky steady at 92c.@93c. The sales of Leaf Tobacco during July embraced 4,605 hhds., at an actual value of $562,626 50. The sales from November 1 to August 1 embraced 44,752 hhds., valued at $4,775,423 26, against 33,320 hhds., valued at $3,983,846 13, for the same time last year. The stock on August 1 was 82,076 hhds.

BOSTON, Aug. 2.—In domestic Wool the transactions have been large, the sales during the past week having amounted to 2,050,000 ℔s. The new Fleece Wool finds ready purchasers among the manufacturers. Prices remain about the same as at last reported. Owing to large receipts some slight concessions have been made on Fleece Wool, but stocks are generally held at previous rates. It is observed that the principal buyers of domestic Fleece are connected with mills which last year were using Australia Wool almost exclusively. California Wool remains quite steady in price, 35c. being an extreme figure for the choicest clips. Sales have been made of Ohio and Pennsylvania Fleeces, medium extra and double extra, at 47c.@51c.; Michigan, 45c.@ 49c.; Indiana, Wisconsin, and other Western, 44½c.@ 48c.; Combing and Delaine, 50c.@57c.; Unwashed Fleeces, 28c.@35c.; Tub, 50c.@52c.; Scoured, 65c.@ 75c.; Spring California, 24c.@35c.; Fall California, 19c.; Superfine and Extra Pulled 30c.@35c.

ST. LOUIS, Aug. 2.—Flour dull and unsettled; not quotably changed. Wheat dull and drooping; sacked lots lower; small sales of No. 3 Red Fall $1 25 for sacked; sacked lots sold at $1 30@$1 42 for prime to choice. Corn dull and drooping at 37c.@38c. for No. 2 Mixed; 37c. seller August; 38½c. seller September; 40c. seller October. Oats slow; business small; sales of No. 2 at 30c.; seller September, 27¼c. Rye firm at 68c.@70c. Whisky firm at 92c. Pork steady at $16 50. Dry-salted Meats firm; sales of Shoulders, up-country, at 7½c. Bacon firm; more doing; sales of jobbing and order lots at 8¾c.@9c. for Shoulders; 10½c.@10¾c. for Clear Rib and Clear Sides. Lard unchanged. Hogs quiet at $4@$4 40. Cattle easier; sales of fat Texans at $3 75@$4 50; choice Cows and Heifers, $3 50@$4; good to choice native Steers, $4 50@$5 60. Receipts—4,000 bbls. Flour, 34,000 bushels Wheat, 44,000 bushels Corn, 23,000 bushels Oats, and 1,000 bushels Rye.

BALTIMORE, Aug. 2.—Flour steady and in fair demand, but prices unchanged. Wheat steady, firm, and unchanged. Corn dull; Southern White, 80c.@83c.; do. Yellow, 58c.@59c.; Mixed Western, 56½c. Oats weak; Southern, 41c.@44c.; Western Mixed, 39c.@ 41c.; do. White, 42c.@43c. Rye quiet but firm at 65c. @70c. Hay unchanged. Provisions quiet. Mess Pork, $17 25@$17 50. Bulk Meats quiet but firm; Shoulders, 8½c.@8¾c.; Rib Sides, 9½c.; Clear Rib Sides, 9¾c.@ 10c.; jobbing lots, ¼c.@½c. higher. Bacon firmer and higher; Shoulders, 9½c.@9¾c.; Rib Sides, 10½c.@ 10¾c.; Clear Rib Sides, 11c.@11½c. Sugar-cured Hams, 14½c.@16½c. Lard dull at 8c.@8¾c. Western Butter quiet; good to choice, 18c.@21c. Whisky steady at 95½c.@96c.

TOLEDO, Aug. 2.—Flour unchanged and quiet. Wheat steady; No. 2 White Wabash, old, $1 70; No. 3, do., to arrive, $1 55; do., for August, $1 53; Amber Michigan, on the spot and for August, $1 50; for September, $1 40; No. 2 Red, on the spot, $1 38½; for August, $1 38; for September, $1 39; Old, $1 51; No. 3 Red, $1 25@$1 25½; No. 1 Amber Illinois, $1 50; No. 2 do., $1 45. Corn—Higher grades advanced; High Mixed, on the spot and for August, 43½c.; for September, 45c.; for October, 46¼c.; Low Mixed, for August, 43c.; White, on the spot and for August, 54c.; no grade, 37½c.@38. Oats—No. 1 quiet at 34c.; No. 2 at 32½c. Freights firm. Receipts—2,000 bbls Flour, 24,000 bushels Wheat, 56,000 bushels Corn. Shipments—13,000 bushels Wheat, 48,000 bushels Corn.

PHILADELPHIA, Aug. 2.—Petroleum market demoralized by striking of new wells, and prices materially lower; Refined, 17½c. the first half of August, 17c. the last half of August and the balance of the year; Crude, 11½c. in bbls., 6¾c. in bulk. Groceries—Small business. Provisions firmer; Mess Pork, $17 50@$17 75; Lard, 8½c.@8¾c. Flour active; Superfine, $3 50@ $4 25; Extra, $4 50@$5 25; State, Ohio, and Indiana Extra Family, $7 50@$8 50. Wheat declining; New Red, $1 40@$1 55; New White, $1 65@$1 75. Rye—New Stock scarce. Corn in improved demand; Yellow, 58c.; Mixed Western, 56c.@55c.; White, 68c. Oats dull at 47½c.@51c.; Mixed Black, 41½c. Whisky firm at 97c. @98c.

CINCINNATI, Aug. 2.—Flour dull at $6 25@$6 50. Wheat unchanged and dull. Corn quiet at 44c.@45c. Rye quiet at 70c.@72c. Oats steady at 33c.@45c. Barley dull and nominal. Butter steady. Pork in demand; Mess at $16; held at $16 50. Lard dull; nominally Steam at 8c.; Kettle, 8¼c. Bulk Meats firm; Shoulders, 7⅝c.@8c.; sales at 8¼c., buyer August; Clear Rib Sides are held at 9½c.; sales at 9⅜c., buyer August; Clear Sides, 9⅞c.; sales at 9¾c., buyer August. Bacon firm and in good demand; sales—Shoulders, 8⅞c.; Clear Rib Sides, 10½c. bid; held at 10¾c., for next week delivery; Clear Sides, 10⅞c.@ 10⅝c. Whisky firm at 92c.

OSWEGO, Aug. 2.—Flour steady; sales, 1,600 bbls. at $7 75 for No. 1 Spring; $8 75 for Amber Winter; $9 75 for White Winter; $10 25 for Double Extra. Wheat steady; held at $1 47 for No. 1 Spring. Corn quiet; sales at 52c. for High Mixed. Barley, Rye, Oats, and Peas quiet, and quotations nominal. Corn-meal—$1 15 for Bolted; $1 10 for Unbolted. Mill-feed—Shorts, $18; Shipstuffs, $19; Middlings, $20, ₱ ton. Canal Freights—Wheat, 7¼c., Corn, 6¾c. to New-York; Lumber, $3 25 to the Hudson; $4 25 to New-York. Railroad Freights—Flour, to Philadelphia, 60c.; to Boston, 50c.; to New-York, 40c.; to Albany, 30c.

MILWAUKEE, Aug. 2.—Flour steady; Extra Spring, $5 75@$6 50. Wheat in fair demand and firm; No. 1 at $1 27½; No. 2 at $1 20½; for August, $1 18¾; for September, $1 11. Corn steady; No. 2 Mixed, 35½c. Oats unchanged and quiet; No. 2 at 27c. Rye firm and scarce; No. 1 at 60c. Barley quiet and weak; No. 2 Spring at 80c. Lake Freights—Wheat to Buffalo, 5½c.; to Oswego, 11c. Receipts—4,000 bbls. Flour, 75,000 bushels Wheat. Shipments—6,000 bbls. Flour, 73,000 bushels Wheat.

DETROIT, Aug. 2.—Flour quiet and unchanged. Wheat in fair demand and firm; Extra White, old, $1 80 bid; new, $1 68; No. 1 White, old, $1 68@ $1 70; new, $1 54@$1 57; Amber Michigan, old, $1 55; new, $1 40. Corn unchanged and quiet; Yellow, 47c. Oats in good demand at 35c. Freights to Oswego, 10c. Receipts—3,000 bushels Wheat, 4,000 bushels Corn, 9,000 bushels Oats. Shipments—1,000 bbls. Flour, 2,000 bushels Corn.

CHICAGO, Aug. 2.—Cattle—Receipts, 604 head; market dull and weak; light sales of good and choice Steers at $5 50@$5 90, with a lot of fancy, averaging 17 cwt., at $6 75; Cows and Stockers were sold at $3 30@$4 50; shipments, 1,426. Hogs—Receipts, 5,435, with 15,000 to 20,000 left over from previous receipts, mostly heavy, rough grades, which are dull at $4 30@ $4 50; Yorkers steady at $4 45@$4 80; shipments, 7,979.

NEW-ORLEANS, Aug. 2.—Corn quiet; Mixed, 63c.; Yellow, 65c. Oats dull and lower at 40c.@42c. Dry-salted Meats scarce; Shoulders, 9½c. Bacon scarce; Shoulders, 9¾c.; Clear Rib Sides, 11½c.; Clear Sides, 11½c. Coffee firmer at 18c.@20½c. Other articles unchanged. Sterling Exchange, 126½; Sight Drafts on New-York, ⅛ premium; Gold, 115¼.

CLEVELAND, Aug. 2.—Wheat quiet but firm; sales 2 cars No. 2 Red at $1 28; No. 1 Red is held at $1 38. Corn steady at 48c.@49c. Oats quiet; No. 1 State, 38c.; No. 2 at 36c. Petroleum firm and unchanged.

ALBANY, Aug. 2.—Wheat in fair inquiry; no sales. Rye nominally 75c. for New. Corn neglected; Western Mixed held at 55c.@57c. Barley and Malt quiet. Oats steady, with limited demand; sales, 2 cars No. 1 Western at 50c.@51c.; do. White, 55c.

WILMINGTON, N. C., Aug. 2.—Spirits of Turpentine quiet at 38c. Resin dull at $2 45 for Strained. Crude Turpentine steady at $2 for Hard; $3 30 for Yellow Dip and Virgin. Tar quiet at $2 55.

THE COTTON MARKETS.

NEW-ORLEANS, Aug. 2.—Cotton—Demand moderate; Ordinary, 12c.@12½c.; Good Ordinary, 14¼c.@ 15c.; Low Middling, 18c.; Middling, 18¼c.@18½c.; net receipts, 177 bales; gross, 177 bales; exports to Great Britain, 3,674 bales; coastwise, 468 bales; sales, 500 bales; last evening, 400 bales; stock, 22,298 bales.

MOBILE, Aug. 2.—Cotton quiet; demand moderate; Middling, 18½c.; net receipts, 80 bales; exports, coastwise, 252 bales; sales, 300 bales; stock, 10,905 bales.

GALVESTON, Aug. 21.—Cotton steady; Texas Ordinary, 13c.; Good Ordinary, 15c.; net receipts, 77 bales; sales, 100 bales; stock, 10,541 bales.

MEMPHIS, Aug. 2.—Cotton firm; Low Middling, 18½c.; receipts, 234 bales; shipments, 222 bales; stock, 9,261 bales.

SAVANNAH, Aug 2.—Cotton dull; bare of offerings; Middling, 18⅜c.; net receipts, 63 bales; sales, 1 bale; stock, 1,717 bales.

CHARLESTON, Aug. 2.—Cotton dull and nominal, little doing; Middling, 19½c.; net receipts, 398 bales; sales, 50 bales; stock, 4,421.

MINERS' RIOT.

A private letter received in Greenville, Penn., gives the *Advance* some particulars of a riot which took place at Church Hill mines, two miles from Girard, Trumbull County, Ohio, commencing Sunday evening, July 27, in which one Welsh miner and two Italian emigrants, who were about to commence work, lost their lives. The fight was between the old miners and the Italian emigrants, and was commenced, it is said, by the latter, after which the miners set fire to the house the emigrants were in and tried to keep them in, but they finally got out. About fifty arrests had been made and many more will yet be made.

The New York Times.

NEW-YORK, MONDAY, AUG. 4, 1873.

AMUSEMENTS THIS EVENING.

WALLACK'S THEATRE.—MIMI—Mr. Dion Boucicault, Miss Katharine Rogers, Miss Effie Germon.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES—Afternoon and evening.

CENTRAL PARK GARDEN.—SUMMER NIGHT'S CONCERT by Theo. Thomas' Orchestra.

THE NEW-YORK TIMES.

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New-York City.

NOTICE.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

Readers will find in our correspondence from Northern Minnesota some interesting statements as to the price of land and its productiveness in that region. Our correspondent is by no means enamored with the country, and he makes a candid report of the advantages and disadvantages which an emigrant from the East may expect, that is well worth attention.

Some particulars of Commodore VANDERBILT'S plans for extending his power are given in our financial article this morning. It will be seen that he contemplates making the Central and Hudson River Railroad a ten per cent. stock; that he has control of the Lake Shore line; that he intends to make a scrip dividend on Harlem; and, most significant of all, that he has laid hands on the Western Union Telegraph stock. Certainly Mr. VANDERBILT loses none of his energy or ambition in his old age.

The latest reports from Oregon show the Portland fire to have been a much more serious calamity than was supposed. The disaster relatively is equal to that of Chicago, and the sufferings of the homeless people, owing to the newness of the country, must be much greater. There will, of course, be a ready response all over the country to the appeals of Portland for aid, and there will be no scarcity of money; but with the city almost entirely destroyed and a comparatively sparsely-settled country to draw upon, it must be some time before the food supplies are regular and ample. In all its leading features the disaster repeats that of Chicago. There was the high wind driving the flames through the city, and there was the helplessness of an inadequate fire department, which, in this case, was marvelously inefficient, as it appears that when all available assistance had arrived there were but seven engines to fight a fire extending over twenty-three blocks. Not long since we called attention to the necessity for the increase and improvement of the fire departments of all our cities and towns. The calamity of Portland is a startling proof that this necessity is even more imperative than we stated. With these great conflagrations constantly occurring throughout the whole country, it is time to augment our means of extinguishing fires. We certainly can afford to spend any amount necessary for that purpose. It will be found cheaper than rebuilding our cities.

From the account of the condition of affairs in Sing Sing Prison, which we publish this morning, it will be seen that the system of discipline introduced by Warden HUBBELL is leading to good results. The narrative will be read with great interest by all friends of prison reform, and the experiment upon which the Warden has entered will be closely watched. Those who believe that the purpose of imprisonment is punishment alone and not in any degree reformation, will, of course, strongly object to the new system of kindliness with rewards for good behavior; but the great body of the people will sincerely wish for the success of the new method. When only one of the several correctional institutions of the State constantly has 1,200 inmates, it is time to try all possible means to make honest men and women of these prisoners. If this is not done, our prisons must soon become overcrowded, and be a much more serious burden than they are at present upon the people. In the efforts made in this direction, however, care should be taken to maintain authority at all hazards. It appears that the course of the prison authorities as to WES ALLEN when he refused to be drafted to Auburn was misrepresented, but the facts as now given are not entirely creditable. The convicts who expect good behavior to bring rewards, should also learn from experience that insubordination will invariably bring severe punishment. If they are not led to believe from this affair of ALLEN that the new system is founded in weakness rather than a wise clemency, it will bear good fruit.

Chicago seems to never tire of acknowledging her obligations to the world for gifts as kindly as they have been handsomely bestowed. A recent meeting of the Board of Directors of her Public Library furnished another opportunity for according hearty thanks to the authors and publishers of England, Germany, and the United States for their liberal contributions to the shelves of the new building. It is a pleasant surprise to hear that there are now 7,600 bound volumes of, for the most part, standard works placed in position for reference. And it is but just to say that the contributions of British authors, publishers, colleges, and societies constitute fully one-half of this number. Most of the books thus contributed not only bear the autographs of the givers, but have, in addition, some very happily-chosen words of sympathy for the sufferers by the great fire. A library so made up cannot have its value easily estimated.

Thorough work has been done by the Board of Health in the demolition of the booths around Fulton Market, and the City has now one nuisance less. It is something so unusual to have a Health Board perform as it promises, that few believed any improvement would be made at either Washington or Fulton Markets until the reforms had actually been accomplished. With the experience we have lately had, however, of the vigor and determination of the board, anything seems possible, and we may hope to have the many nuisances which yet threaten the health of the City speedily destroyed. The great work of the board has been hardly more than begun. Very much remains to be done before the City can be considered in an entirely satisfactory condition, and public opinion, which has fully sustained the board in its action hitherto, will approve the entire performance of its duty. Having achieved so much in the lower wards, the next thing to be done is to extirpate the foul smells which afflict the upper parts of the City.

THE COAL COMBINATION.

We pointed out some time since the existence of a powerful combination among the owners of the principal coal lands in the anthracite regions in Pennsylvania, together with several of the most extended of the railroad companies of that district; and we predicted an immediate and steady rise in the price of coal as the first result of this combination. The rise has taken place without interruption, and we see no reason to suppose that it will be given up. The combination has abundant power to enforce the will of its members in this regard, and, for the present, their will is determined in the direction of an advance of price. At first sight, it seems difficult to exaggerate the power of such a combination. It controls a large share of the industry of the country, directly and indirectly. All the anthracite coal of the United States, worth mentioning, is mined in the State of Pennsylvania, in a comparatively small area of country, covering not more than 500 square miles. This territory is mountainous and is accessible only by a few avenues, which are in the hands of the combination. The anthracite coal is nearly one-half of all the coal consumed in the United States. In 1872 it is estimated by the best authorities that it amounted to 19,000,000 of tons in a total production of 41,000,000 tons. In Eastern Pennsylvania, in New-England, and in this State, anthracite coal is almost exclusively used for domestic purposes, for the production of steam, and for the processes of metallurgy, especially the smelting of iron ore. These uses consume fully two-thirds of the coal in the States mentioned. For the uses to which the remaining third is applied, with the single prominent exception of gas manufacture, anthracite answers as well as bituminous, and may be said at present to be exclusively the fuel of these States. The value of the despotic command of such an enormous market is hardly to be calculated. It is worth to those who possess it, if they have the sense to use it prudently, any amount they may choose to derive from it.

But the command of this market, though despotic now, is so only temporarily. A combination controlling the anthracite fields may this year, or even next, exact any price they may fix upon for the average product of their mines. But there is a limit, which, if it cannot be precisely defined, will be acknowledged, by all familiar with the subject, to exist. Those who suppose that the combination among the anthracite coal and transportation companies can extort any price it may elect, as long as it chooses to insist upon it, are leaving out of sight some important facts. We may be sure that the shrewd men who have devised this giant combination are not themselves believers in its unlimited power. They know perfectly well that the hold they have on the consumers of coal, if stretched beyond a certain point, will call into activity reacting and competing forces, of which no one knows better than they the enormous power, and, we may add, the enormous elasticity.

For, though the anthracite region produced last year nearly one-half of the coal used in the United States, the other half was produced from bituminous mines, which it is almost impossible that the anthracite combination should include to any considerable extent. Of this coal Pennsylvania alone produced, in 1872, some 10,000,000 tons, or more than half as much as of the anthracite. Ohio produced 3,000,000, Illinois 3,000,000, Maryland 2,355,000, the States of Missouri, Illinois, Indiana, Kentucky, Tennessee, and West Virginia, 3,000,000, while the total amount of bituminous coal produced was 22,000,000. Comparing the two products, it must be remembered that anthracite coal is not the only coal that can be used for any of the many purposes it serves. It has the exclusive occupation of the Eastern market for domestic purposes, and will maintain it against great odds, because of its intrinsic superiority and because the innumerable consumers would change their fixed habits only under great pressure. But this which is confined to the East is the only field of which it can keep even a substantial monopoly, and this field takes, according to the best calculations, only from seventeen per cent. to twenty per cent. of the coal consumed. On the other hand bituminous coal is as useful in producing steam, is more useful in all processes of making iron after the first, or smelting, is in some forms equally useful in smelting, is superior for blacksmithiug, and is exclusively used in the manufacture of gas. Bituminous coal is, therefore, a formidable rival to anthracite coal. Nothing would tend to make it still more formidable, so rapidly or so powerfully, as an unreasonable advance in anthracite. The first effect would be a check on the industries now using anthracite; but, just in proportion to the stringency of that check would be the strength of the demand for relief from the use of other coal. The response to such demand would be sure, and it is possible that it might be very prompt. The capacity for rapid advance in the production of bituminous coal has been abundantly demonstrated in the absence of any extraordinary stimulus within the past few years. The increase in the bituminous coal carried over the Pennsylvania Railroad in 1871 over 1870 was more than forty per cent. The semi-bituminous mines of Pennsylvania, producing now some 3,000,000 tons a year, have been mainly developed within a few years. The "block coal" of Indiana, of which some 800,000 tons were got out last year, was substantially unknown three years since. These are some of the most prominent facts in the almost marvelous history of the bituminous coal industry of this country. The forces now employed in it are very great; they are under the control of energetic men; they are seeking avenues of extension in every direction, and finding them in many which would have been deemed inaccessible a few years since. It is quite certain that they cannot be ignored with safety in any plan for the indefinite advance of the price of anthracite coal.

ROMANISM IN FRANCE.

If American Protestants would understand the antagonism of the Roman Catholic Church toward civil and religious liberty, let them carefully watch her proceedings in France, where she is not under the constraint of a dominant Protestant public opinion. We are already familiar with the revival of mediævalism that is now going on there. Church papers fanned the flame by giving all the details, and gravely certifying to the miracles which had been wrought. All this has produced its effect, and the Church feels so much strengthened as to desire to strike at any one who has the audacity to publicly doubt or ridicule her authority. As an illustration of the course she is taking, we refer to a recent trial in the Court of Appeals at Dijon, in which *Le Spectateur* and its editor were prosecuted for an article in which the priests and the Church were roughly dealt with. They were compared in the article to darkeners of counsel, calumniators, (the editor said that they had attacked him personally,) and to Pharisees, who were worthy of all the reproaches that were launched upon that class in the New Testament. In the same spirit of rough comparison they are further likened to Chinese bonzes, Moslem imaums, Indian medicine men, and other spiritual quacks. Proceeding to graver issues, they are charged with employing menace and anathema, and of using the confessional to their own profit.

Now, the most that can be said of this is that much of it was in very bad taste and weakened the strong case that their antagonist might have made; but then French Democrats, whom the Church is plotting to deprive of liberty, and who hear the rattling of the chains she is forging for them, are not apt to be nice in their epithets. But for this and nothing else the editor is fined 2,000 francs and expenses on account of his assumed disrespect to religion, and if he does not pay the fine, then he is sentenced to imprisonment for a year. *La France Republicaine* has received yet harsher treatment, having been actually suppressed for publishing an article entitled "Religious Delirium," which reflected upon all the antics going on at Paray and elsewhere. This enormous machinery for subverting the liberty of the country is to come into full play, and the moment the independent Press remonstrates, it is to be suppressed, and its editors to be fined and imprisoned. Never, under LOUIS NAPOLEON even, was there a more shameless effort to gag the Press. No wonder that a Legitimist Deputy avowed to the correspondent of the *Pall Mall Gazette*, that there had been enough gabble about religious questions, and that now the heads of the impious were to be forced into the holy water whether they liked it or not.

The Government is doing its full share toward the restoration of absolutism and Ultramontanism by suppressing its own critics in the Press, the most recent efforts in that line being the punishment of *L'Union Republicaine* and *Le Progrès* for criticisms upon the Assembly and general free speech; while other papers are kept in wholesome fear by the sword of authority being constantly suspended over them. In fact any such thing as liberty of the Press, in the English and American acceptation of the term, is entirely unknown. The state of siege still continues in Paris without the slightest reason, and martial law, which is just no law at all, is all the protection its inhabitants have. During the vacation which the National Assembly has taken, it is believed that the reins will be drawn still tighter, and it is now freely said by the monarchical party that even should this or the next Assembly turn against them, they have the army and mean to use it. These are a few of the results of the revival of Roman Catholic Ultramontanism in France. How do Protestants fancy them? Is it not true that religious and political absolutism always walk hand in hand?

PROPORTIONAL VOTING.

The present tendency toward thoroughness in political thinking causes a slow but steady pressure in favor of granting at least partial representation to minorities—now practically disfranchised. There is little disposition to fight the principle openly, but it is urged that practically the thing is quite Utopian, its working too subtle to be comprehended by the common mind, and that any large experiment in that direction is sure to result in confusion. Singularly enough, it is a minority that is most tenacious upon this point—the minority, we mean, which, owing to the invariable absence of the majority from the "primaries," now controls political action, and naturally does not care to have that control imperiled by any change. Despite this discouragement and their natural conservative tendencies, the public seem to view with increasing interest the result of the very partial experiment in this direction in England, the local application of it in Pennsylvania, through ex-Senator BUCKALEW'S persistence, and finally its adoption, though in a very modified and limited way, as a feature of the well-considered Illinois Constitution. There seems to be no doubt that the effect in Illinois has been good; the strength of each political party has been more fairly represented in the Legislature than hitherto; each party has also been represented more ably, and the public interest more carefully preserved than hitherto. This may not be owing wholly, or even mainly, to proportionate representation, the provision against special legislation in the same instrument having had much to do with it; but then there has certainly been a nearer approach to the representation of the individual, more fairness toward minorities, with no consequent injury to the public welfare.

The next test of the practical working of a phase of this principle was in the choice of the members of the Pennsylvania Constitutional Convention, and surely the result is encouraging. Rarely has a more high-toned body of men been convened. They have considered the interests of the State paramount to those of the great railway and coal corporations, which have always exerted such a potent influence in Pennsylvania, and favor stringent restrictions upon the growing power of these corporations and their ability to harm the public. Great questions have been discussed in the spirit of statesmen and not of partisans; but it remains to be seen whether Pennsylvania has a high enough moral tone to approve their work.

Passing from the State to the Church, another example has been given by the Episcopal Diocesan Convention of New-Jersey, which adopted a phase of proportionate representation more than two years since. It was determined upon on account of its fairness, especially in view of some differences of theological thought that were impairing the usefulness of the diocese, and it certainly has proved a beneficial measure.

The latest manifestation of public interest in this question is afforded by the action of a majority of the Committee on Apportionment and Representation in the Ohio Constitutional Convention which, as we have already stated in our news columns, reported that each of the proposed ten Senatorial districts of the State should have three Senators; and that in voting for them, or for Representatives, in counties having more than two Representatives, each voter may cast as many votes as there are Senators or Representatives to be elected, or he may distribute the same, or equal parts thereof, among the candidates as he may see fit, and the candidate highest in votes shall be declared elected. In defending their report, the committee urge that the system of minority representation has its origin in the very nature of democratic government, because it secures to all the people, both the majority and minority, their proper weight in the councils of the State. They go on to urge that by electing three members from each district, whenever a minority can, under their system, command a vote equal to one-fourth, it can always elect one candidate; but should the minority vote reach even two-fifths of the whole vote, the majority can still assert itself by concentrating its vote on two of the three candidates. By the application of this rule the whole representation of certain counties is no longer thrown into the hands of that party which may happen to have a small majority over the other, but it will be so equally distributed that the whole people will be fairly represented. The committee fail to touch upon the higher character, which, the friends of the system claim, characterizes legislators thus chosen. In support of this claim, it is asserted that each party is forced to select at least fair men to insure a concentration of votes upon them, and such in practice proved to be the case. There is, meanwhile, a notable lack of earnest defense of the old system, even by those who are professedly its champions. They seem to rely more upon *vis inertiæ* than argument to defeat the innovators.

RURAL IMPROVEMENTS.

The statutes enacted at the recent session of the Legislature have made some changes in the law affecting various rural improvements, which will be of interest to all who are concerned in country property.

Highways have heretofore been maintained throughout the State by assessing a labor tax on the owners or occupants of all lands. This system originated in those primitive times when everybody in the neighborhood could be warned to turn out, each with his shovel and hoe, to put the roads in repair, under the supervision of one of their own number. It is still a convenient system for a thinly-settled agricultural region; but is in force, without distinction, throughout the State, subject, of course, to the exceptions created by numerous cities and incorporated villages. The voters in town meeting choose one or three highway commissioners for the town; they, in turn, designate an overseer for the labor in each district, and each land-owner and every resident man is assessed in days' work. Any one may commute for his labor by paying in money at a fixed rate. This method is of course inadequate for those parts of the State where growing wealth and intelligence, the desire for improvement, or the extension of suburban residences call for fine roads. There are now numerous great districts where the roads that the farmers have been accustomed to consider good enough are wholly unsatisfactory to other residents.

Applications have frequently been made to the Legislature for special legislation on this subject in favor of one or another place, but have not been favored. The difficulty is finally met by a general act, which is, in fact, a sort of local option highway law. Chapter 395 of the laws of 1873, authorizes any town, by vote in town meeting, taken on certain previous request, to abandon the old system and adopt a money tax not exceeding $5,000 a year, to be raised and levied like other taxes. The highway commissioners will then employ the money in keeping the highways in order, and they may do this either by contract or by days' work, or partly in each way. This act will enable those towns in which it is adopted to make great improvements in their roads, much to the enhancement of the value of property, as well as to the public advantage.

Another act (chap. 315) puts important restrictions on the laying out of new roads. It requires that a jury must be summoned before a justice of the peace to decide in the first instance on the necessity and propriety of any proposed new road, or any alteration of an existing road. The most important part of this act is a clause declaring that hereafter no road, laid out and opened merely by consent of the owners of the land through which it runs, shall be accepted and maintained by the town, except in this method. Heretofore when owners of land have laid it out in lots, with roads or streets, which they open and dedicate to public use, the towns have often become liable for the condition of the roads by reason of an informal or presumptive acceptance. Hereafter dedication and use, without a formal adjudication that the road is necessary, will not make the town responsible for the road as a highway. Another act (chap. 773) seems intended to allow a road to be laid out through orchards, gardens, buildings, and yards, without the owners' consent, by obtaining the approval of the County Court and the Supreme Court.

An important change in the law is made touching those old plank-roads and turnpikes, whose gates frequently continue to encumber the way and extort tolls after the roadway has ceased to afford an equivalent. Chapter 440 makes it the duty of the highway commissioners of towns and the trustees of villages to act as inspectors of such roads within their respective jurisdictions, and requires them to make monthly inspections, and throw open the gates of any such road, when it is out of repair, or in such a condition that it cannot be conveniently used by the public. Toll-bridges are also put under the inspection of the highway commissioners, who are empowered to compel the repair of such as become unsafe. (Chap. 448.)

The commissioners may give written permission to residents to lay water-pipes along the highways, under suitable restrictions, (chap. 63,) and they may fix the penalties for fast driving on bridges, (chap. 477.) Another act (chap. 69) secures to all persons living on the line of a highway notice of any application to discontinue it.

In this connection should be mentioned the subject of rural cemeteries. Chapter 46 provides for the laying out of burial grounds in all the towns of the State, and for their improvement and preservation. It authorizes the voters, in annual town meeting, to choose either three or five trustees of the burial ground, to whom the town burial ground, if any there be, shall be conveyed; and these trustees are empowered to acquire additional land, and to lay out the grounds, and sell and improve lots. Another act (chap. 452) enlarges the powers of cities, villages, and rural cemetery associations to acquire lands for cemetery uses.

The organization of a village government affords important facilities for local improvement in any growing centre of rural population. In 1870 a new general act was framed for the incorporation of villages, and in the present year that act and its most recent previous amendment, have been modified by chapter 92, so that now any district, not already included in a city or incorporated village, and which contains a resident population of 300 persons—and, if it exceeds a square mile in area, 300 to each additional square mile—may, by vote of the people, adopt a village government. The law of 1870 required at least 500 inhabitants. Such a change of government allows the people of the district to make improvements and adopt regulations appropriate to its progress, which, while identified with the town at large, they could not enjoy. The immense number of municipal corporations of this class forming all over the State may be inferred from the fact that in each of the past two years nearly eighty villages have obtained some special act of the Legislature affecting their own local interests.

It may be added that chapter 665 protects private fish-ponds from trespass by fixing punishments for wrongfully taking fish, poisoning waters, or letting off the waters, and directs that the penalties so imposed be posted in two of the most conspicuous places on the borders of the pond.

A KITCHEN IN A CRUCIBLE.

It is a trite saying that one half of the world knows not how the other half lives. If the question were narrowed to the matter of eating, the ignorance would probably be found even greater. It is not necessary, according to Dr. JOHNSON, that most men should live, but so long as they do live all find it essential to eat. Yet the ways of gratifying this natural want are as various and manifold as the tastes of men. The epicure, for whose banquet the seas and forests are ransacked, and all the vineyards of earth pour forth their golden juices, would stare with incredulity if he were set down at the poor man's feast of herbs and crusts. We have all heard the story of the turtle-fed Alderman who, being importuned for alms by a beggar, on the plea that he is hungry, gasps out in profound amazement that he would give a guinea to say the same. In like manner, the French Princess who wondered that people should go about crying for bread when they might eat cake, exaggerated only a little the incomprehension which separates the lives of rich and poor. For the one iced wines and truffled partridge seem quite a necessity of existence. The others are content to stay hunger on the coarsest and scantiest food; here a handful of rice, there a couple of potatoes, the merest scraps from Dives' table.

Taking the world through, there appears to be hardly anything at all edible that has not been by some people and in some way or another made to serve as food. It was used as an argument in favor of a certain gallant candidate for the Presidency, perhaps by way of showing how well fitted he was to endure the hardships of the White House, that he had eaten grasshopper pie and broiled mule steaks. The *kabobs* which the excellent Shah devoured so heartily, and so much to the wonderment of his fastidious entertainers, are not more strange to a Western taste than the stewed snails or broiled frog's legs of a French gourmand might seem to a Persian Apicius. An English newspaper venturing to remonstrate lately against some peculiarities of the German cuisine, was severely taken to task by an enraged and scornful Teuton, amazed at the presumption of a critic who could seriously object to sauer-kraut while he would eat mint sauce with his lamb. And then, in still greater wrath and a profounder contempt, came a French amateur of the kitchen to expose the arrogance of both these miserable pretenders, in supposing that any nation knew anything about cooking or eating except that glorious one whose cooks commit suicide when their dishes fail, and whose statesmen and princes give their names to stews.

In this respect, at least, variety certainly seems to be the spice of life. Locusts are eaten in South Africa, and are said by those who have tried them to be very good eating, too. And, though in these latitudes people are believed only figuratively to "eat dirt," there are lands beneath the sun where it ceases to be a metaphor. HUMBOLDT tells of an agreeable people on the banks of the Orinoco who live for a great part of the year on clay, which they make into little loaves of bread and bake slightly in the fire. Our own Georgia and North Carolina clay-eaters have long been synonymous in the South with all that is most wretched and degraded in Caucasian humanity. And the same curious riand is said to be one of the favorite tidbits wherewith the delicate Digger varies his ordinary diet of grasshopper and lizard.

From this great confusion of tastes there is apt to result a little inconvenience, not to speak of such quarrels as that triangular one spoken of above. Besides, man is a migratory animal, and it is not always easy for him to get his locusts, or his snails, his blubber, or his *kabobs* cooked just to his fancy in all parts of the world. So we ought, on the whole, to be grateful to the French gentleman who has discovered the original principle of food, so that out of the viewless elements, as it were, one may hereafter, at a moment's notice, derive a banquet fit for a king. Prof. GUERRETTE'S process is not yet published, but he claims to be able to put together the elements of our turnips and our sauer-kraut and our beefsteak in such a way that the diner gets all the benefit of the food without any of the trouble of selection or preparation. It is needless to say how complete a revolution such a discovery would work for domestic economy. Marketing will be abolished, cooks and cooking be ranked among forgotten ills. All the woes and tribulations of dining will cease to be. One has but to send round to the chemist at the appointed hour a suitable bill of fare, and back it comes in a moment done up in little powders, perhaps, or appetizing pills—*salmi*, *ragout*, fish and game—a *menu* of ten courses in the compass of a drachm. If such a millennium should come to pass, what monument of abandoned stewpans and useless gridirons will be too lofty for this thrice-admirable professor?

THE LATE DUCHESS OF INVERNESS.

The Duchess of Inverness, whose death was announced yesterday, was a lady who had almost passed from public recollection, but whose name recalls circumstances which at one time made her a very prominent person. The Duchess was aunt by marriage to Queen Victoria, being widow of her uncle, the late Duke of Sussex. Early in the reign of George III., an act, still in force, was passed, arising out of the ill-assorted unions of that monarch's brothers, called the Royal Marriage act. It enacted that no descendant of George II., except such as may be born of Princesses married into sovereign families, shall be capable of contracting marriage before the age of twenty-five without the King's consent, previously signified in council; that in case his Majesty should refuse his consent, any such descendant, having attained the age of twenty-five and wishing to marry, should notify the name of the person to whom he or she wished to be united to the King and Privy Council, and at the expiration of twelve months from the date of such notification, such descendant should be at liberty to marry the person so named, unless the two Houses of Parliament should in the meantime have presented addresses to the King against such marriage. And the act declares all marriages contracted by every descendant of George II., except as above enacted, absolutely null and void. However, in 1792, the Duke, traveling in Italy for his health, met at Rome the Countess of Dunmore and her two daughters. With Lady Augusta, six or seven years older than himself, he fell violently in love, and urged her to marry him privately. She was reluctant. He threatened to starve himself, wrote to her that he had actually fasted for forty-eight hours, and she yielded. They were married, first at Rome and then in London. Two children—a son and daughter—were born of this marriage. They assumed the name of d'Este. In 1844, after the death of the Duke, his son, Sir Augustus d'Este, made a claim to the Dukedom of Sussex. The trial in the House of Lords excited the greatest interest. When the Committee of Privileges met on 9th July of that year the opinion of the judges on the case submitted to them by the House of Lords was read. All the judges agreed that the Royal Marriage act was in force in foreign countries as well as in England, (the point which Sir Augustus raised,) and that, therefore, a marriage at Rome became of no effect. The counsel for Sir Augustus d'Este and his sister was Thomas Wilde. The ability with which he had conducted the case, albeit unsuccessful, won something more than the gratitude of his lady client, for in the following year she became his wife, and she lived to see him Lord Chancellor of England. The Duke married secondly the lady just deceased, daughter of the Earl of Arran, and widow of Sir George Buggin. This marriage was also illegal, but the Duchess has not the less been recognized as the Duke's wife. In 1850 Lady Cecilia was raised to the peerage as Duchess of Inverness, in her own right. This honor was, it is understood, conceded by the Queen in consideration of the Duke consenting that the late Prince Consort should take precedence of him. The Duchess, an estimable person, who has done no discredit to the high rank bestowed upon her, has always been recognized as semi-royal. She resided at Kensington Palace, a large portion of which was appropriated to her use.

THE CHILDREN'S FUND.

We have to acknowledge the following additional contributions to the Poor Children's Excursion Fund:

Part proceeds of a fair held by the children at Prospect Park Hotel, Catskill, N. Y.	$38 00
Nina	15 00
J. W.	10 00
J. T. L.	10 00
J. P. W.	5 00
B.	5 00
Pea-nuts	2 00
Total	$85 00
Previously recorded	$3,573 81
Aggregate of fund	$3,657 81
Amount expended to date	4,584 09
Balance on hand	$4,073 72

Preparations are in progress for the Newsboys' Excursion, to be given on Saturday next, when nearly every New-York boy who earns a livelihood by selling newspapers or cleaning boots will go up the Sound to Oriental Grove for a day's holiday. Further details will be given in a day or two. Several other picnics are also in contemplation.

LETTER FROM GEN. PILLOW.

Gen. Gideon J. Pillow has written a letter correcting some published statements concerning his surrender to the Union forces in Montgomery, Ala., in 1865, and closes it as follows:

"Though I was without money, and though my gray Confederate uniform was worn and covered with dust, and dingy from its age and the service it had seen, when I reached Montgomery, where I was thrown amid large numbers of Federal officers with brilliant uniform, yet I was uniformly and always recognized with a respectful military salute by officers and privates of the Federal army, and was pressed with offers of money and everything else I needed by the distinguished officers above-named, who had served with me in the Mexican war; yet I accepted no money—not one dollar—from any of them. But it is due to them to say that I could not have been treated with greater courtesy and kindness, if I had been an officer of rank in the Federal army than I was. As the last surviving general officer of the regular army who served in the Mexican war, I take pleasure in saying that the bitterness engendered by the late civil war was not sufficient to erase the respect and friendship formed by the officers who fought in that war. And that though I committed what the Federal soldiers and Northern people consider a great error and grave crime by my services in the late war, yet I have never met a Federal officer, during or since the late civil war, who has failed to treat me with courtesy and respect, and duly to appreciate my services to the Government in the Mexican war. Among these, I am happy to mention the marked respect and kindness I have received from the great soldier, since he has been in his present exalted position, for whom it was my pleasure to give my humble vote against his competitor for the position he now occupies."

THE LONG BRANCH COTTAGES.

ATLANTICVILLE AND ITS RESIDENTS—GOSSIP AND SHARPSIGHT.

From our Special Correspondent.

OCEAN HOUSE, LONG BRANCH,
Thursday, July 31, 1873.

In continuing the story of the cottages at Long Branch, I cannot help thinking that people give themselves much unnecessary trouble by hasty and incorrect nomenclature. If one desires to speak of the cottages beyond the West End Hotel, they are known as the West End cottages, which is simply ridiculous, because it is the South End. If it is to be called anything it should be South Long Branch. The same remark applies with equal justice to the north end of Long Branch, which seems to be known as Atlanticville, as North Branch, and as Monmouth Beach. Yet it is all Long Branch until you come to Seabright, and there another township enters upon the scene. Taking the Ocean Hotel as the centre of Ocean-avenue, it appears that this most superb drive extends for a distance due north and south of nine miles, reckoning four and a half miles from Mr. Winston's cottage to the Ocean House, and four and a half miles from the Ocean House to Lincoln-avenue, which is the present boundary of Long Branch South. It is hardly probable that it will extend beyond, because the magnificent strand ends there, and the ground sinks into a deep interval, rising again into a hummock, and so on for several miles. The expense of leveling would be too great for any save extravagantly-rich people, and the hummocks, though delightful, are isolated spots. In South Branch I fancy the development will be upon the cross-avenues, particularly Lincoln-avenue, which is part of a high ridge. Further Long Branch has only been in existence two years, though Atlanticville is thirty-five years old. This little village is formed almost entirely of the families of fishermen, who have their station at a point along the strand known as Galilee, which has many interesting points, and will well repay a visit. The only pleasure cottage there was that of John McKeon, who at a very early date built himself a humble cot and surrounded it with a pleasant garden. It is a white-washed wooden structure, with no pretension to ornament, and its attractions for the distinguished lawyer must have been the bathing, the fresh breezes, and the fish. Its location close to the fishing settlement shows that the last was probably the strongest. It is very close to the sea and to the road, and the garden therefore does not flourish greatly.

On the opposite side, before entering the village, is the cottage of Mr. Atwater, a well-known real estate agent of New-York. It is a handsome structure, built in the Manzard style, with ample pleasure and a pretty lawn. Close to the Atlanticville Hotel, which is an old farm-house changed into a tiny hostelry, is the Sea-side Cottage Association, an immense wooden structure, built by six gentlemen of Newark, who hire a steward to run it for them, and spend the Summer with their families, dividing the expenses at the end of the season on equitable principles. The end of this may be foreseen. The rest of Atlanticville is occupied by the cottages of the fishermen. It must be noted that Atlanticville is not built along Ocean-avenue, but the houses are huddled together at right angles to it. You are therefore both in and out of the village before you know it.

There comes now a hiatus of sandy beach, covered with white bushes and a few stunted cedars, which belongs to the Jersey Southern Railroad. It formerly belonged to the Long Branch and South Shore line, but when Jay Gould acquired a controlling interest, the two lines were under one bonnet. When the former line was projected, and the land was bought of old Wardell, the line was run diagonally and much nearer to the beach than it is now. It is said that one of the conditions of sale was, that the railway should take this very stretch which Mr. Wardell observed was useless to him, and a source of expense, and he refused to sell unless they did. It is now worth a very large amount. Only two cottages have been erected on it, and these at the northern extremity of the company's land. Jay Gould owns one, and Charles J. Osborn, the broker, of the firm of Osborn & Chapin, the other. The land all along this line has to be prepared for occupancy. It is sand and has to be first covered with a mud they got from the neighboring Shrewsbury River, then lightly coated with a clay loam abounding in the vicinity, and then sown with grass. This has been done for these two cottages, and plots of beautiful flowers have been laid out, but the terrace sloping down to the sea is still uncompleted. Both houses, however, are occupied by their owners. Jay Gould moved in yesterday evening, and Mr. Osborn has been in his for a month. Both are exactly alike, being perfect chalet residences. The walls are entirely of wood and the ceilings also. This it must be allowed is a great improvement, because the damp atmosphere of Long Branch will detach the plaster. A new style of decoration has been applied to the wood-work, a species of paper highly varnished and gilded, which is known as fresco cornices. These cover the beams of the ceiling and go around the cornices.

Before giving an account of North Long Branch it will be necessary to enter into some preliminary details. In 1866 Dr. Arthur V. Conover, who had been practicing medicine for twenty-five years at Freehold, came to Long Branch and bought the Wardell farm, stretching from Atlanticville along the ocean to a mile north of Seabright, with the exception of that track which the railway owns. The Seabright portion he disposed of to Messrs. Shippen, Stevens, and Paul, with the condition that they were to build a bridge and road over the river, which they did. When this was completed, and Seabright began to develop, various gentlemen came to have a look at the rest of the property which the shrewd old doctor had bought of the heirs of old Harry Wardell for $30,000. In the Spring of 1871 Mr. Kennedy, of Newark, Cortland Parker, the great lawyer and statesman, of New-Jersey, and John Torrey, Jr., who had been in the New-Jersey Senate, came down and thoroughly examined all the capabilities of the place, staying in the old Wardell homestead where Dr. Conover was residing. It was built in pre-revolutionary times, and was filled with delightful relics of a past age full of historical interest, but Dr. Conover had no taste for such things, and had modernized it a little. The three gentlemen then worked out the plan of the Monmouth Beach Association, and enlisting with themselves seventeen others of the foremost men of New-Jersey, including Secretary Robeson and Senator Cattell, formed the association definitely, got the money together, and by the 17th of June had purchased the entire place from Mr. Gould's down to the Seabright line. Mr. Torrey having leisure time and great energy, went to work, with the assistance of Harry Fosberg, a Swedish engineer, and laid out the whole place, shifting the track of the Jersey Southern from the beach and running it back where it is now at an expense of $30,000, the Company very handsomely furnishing the iron rails. Ocean-avenue was then continued until it met the Seabright road, and the two are really one.

There is no doubt that sooner or later Seabright will be incorporated with Long Branch. The association being more desirous of carrying out an idea, which sprang full-born from the brain of Cortland Parker, than of making money, did not advertise, nor place themselves in the hands of real estate agents. They desired to form a community of happy families who should be spared as much of the trouble of keeping house as possible. The club-house, formed out of the old homestead, was to be the lounging place, the home, the parlors, the conversation place of a little community of cottages built in a circle round it. In the centre of each circle was to be a croquet lawn common to all. Each lot was to be 50 by 75 feet, and to be sold for $300, but in no case was any lot to be disposed of unless the purchaser were favorably known to some members of the association. There were laundries attached, so that the families coming there had literally no cares, no responsibility, and very little expense. But the home centres were confined to the back part of the land on account of the necessity they were in of raising money to pay improvement expenses. To do this they disposed of lots along Ocean-avenue at a moderate rate, only desiring to free themselves of expense, and to have persons there who would be socially agreeable. In the working out of these details, four gentlemen were preeminently serviceable—the Treasurer, Daniel Dodd, President of the Newark Savings Institution; the legal adviser, A. Q. Keasbey, United States District Attorney for the State of New-Jersey; the Chairman of the Executive Committee, J. Wyman Jones, who built up Englewood, and John Torrey, Jr., the general manager.

At present the line along the ocean where these lots were sold, has been very freely built [illegible]

home, is only just commencing to succeed, so slow are people to comprehend a new and good idea. The first cottage built on Ocean-avenue was on the land side, and was erected by Charles H. Valentine, who may be considered the head of the fishing community of Galilee. He had made considerable money, and had a prosperous business, and as he was an excellent man, a devout Presbyterian, and extremely intelligent, his lot was sold to him by the association with real pleasure. He built a handsome cottage, with a Mansard roof and little tower. Next to him, and still upon the land side, comes Mr. Armour, who rents his cottage of the association. It was built by a gentleman who afterward preferred a situation nearer the club-house, as his wife did not want to keep house, and the association bought it of him and rent it annually. It is a large cottage, with neat, simple Mansard roof and double veranda all round the house. There is a broad lawn, and plots of flowers that seem to be growing capitally. Opposite, on the sea-side, comes the handsome chalet villa of Orson Wilson, an iron merchant of Newark. His lawn is in excellent condition. Next to it comes the cottage of Secretary Robeson. It was a plain chalet, but he added to it a tower, with a porte-cochère below. In this tower he does his writing, and the friends who come to see him are not admitted into that spot sacred to business. Above this room is a splendid chamber, with a glorious lookout on four sides—one on the ocean, another on the club-house and the Shrewsbury River beyond, another on the bold heights of Navesink, wooded to their summits, and another on the distant palaces of Long Branch proper. He is not there now, but will come down in September. Next to him is the chalet residence of Senator Cattell, who is now in Europe, on some mission connected with the Syndicate. His cottage is a pure chalet, and perhaps the finest in the whole range of North End. The next cottage is also a chalet, and perhaps it may be well to state that all the remaining cottages are of the same description. It belongs to John B. Mott, President of the old State Bank of Newark, who built it last year. Francis Mackin, a capitalist of Newark largely interested in real estate, has the next one, which, in the opinion of many, is the handsomest cottage in this section. Mr. John Davidson, a very prominent lawyer of Elizabeth, who was one of the Republican candidates for the nomination of Governor two years ago, has the succeeding one. These are all on the sea side of Ocean-avenue.

On the land side, opposite to Mr. Davidson, is the chalet of Ed. A. Walker, Secretary of the Citizen's Insurance Company, of New-York. Beside him lives John Y. Foster, the talented editor of the Newark *Courier*, an excellent evening paper. Mr. Foster is a strong speaker as well as writer, and was Secretary of the Republican State Central Committee.

On the ocean side we find next the cottage of Dr. Prime, of Brandon, Vt., who is largely interested in marble quarries there. His neighbor is Mr. R. De Gray, a leading lawyer of New-Orleans. At this point the Beach road intersects Ocean-avenue, but so far it has no houses on it, though lots have been sold. Judge Teese, of Newark, one of the leaders of the bar, has the next ocean cottage, and close beside him is the chalet of his brother-in-law, F. G. Burnham, of Morristown, also a lawyer. Then succeeds the house of David Hoadley, formerly President for many years of the Panama Railway. Next to him lives J. Wyman Jones, the originator of Englewood. On the land side of the avenue these two gentlemen have built a private club-house for their families, where they take their meals in common, and play cards or billiards as they choose. They will not allow my fires to be lighted in their houses, saying that they come to be cool, and they mean to be, and that, moreover, the smell of cooking is offensive in a small house, and the rattle of the billiard-balls is annoying to a person with a headache. All these positions are undeniable, and they have a very comfortable time.

And now there comes another hiatus, caused by the fishing settlement of Galilee. On the other side of this is Uncle Sam's life-saving station, which is being altered and a watch-tower is being added—a very excellent idea where so many small craft are concerned. Next to this station comes the little church of St. Peter's of Galilee, which is filled every Sunday with the members of the association. It is a quaint Gothic structure, and belongs to the Episcopalian Church. Still on the ocean side comes the large handsome chalet of Mrs. Rutherford, of Newark. Next to her is the cottage of Amzi Dodd, Vice Chancellor of New-Jersey. His neighbor to the northward is Thomas N. McCarter, a leading lawyer of Newark, and Judge Depue, of the same profession, same standing, and same locality. To them succeeds Daniel Dodd, the President of the Newark Savings Institution, to whom, more than to any other the association is indebted for its success. He was one of the first to erect his cottage, as was also his neighbor, A. O. Kesseboy, the United States Attorney for New-Jersey. The last cottage is that of S. Winston, President of the Mutual Insurance Company, who is called here the Great Calumniated, everybody standing up for him most manfully. His cottage is a very fine and large one, and is the fit terminus of the association. There are plenty of cottages beyond, but they belong to Seabright. Therefore here we must retrace our steps and visit the back settlements of the Monmouth Beach Association. Before we do this let me state that Cortland Parker's lot is between Winston's and Keasbey's, and that he is taking great pains with the ground. It must be noted that beyond the hummock of Galilee to Sandy Hook all is made ground, built up by the sands of the sea. In former times Sandy Hook, or rather the end of it, was an island, and the Shrewsbury River found its way into the sea at Galilee. But it worked out for itself an inside channel beneath the Navesink Heights, and thus this long sandy reach was formed. All the ground here has to be prepared as described before, the only difference being that it must be done much more thoroughly.

Returning along Ocean-avenue, we come to Park road, running from the sea to Shrewsbury River. There are no houses here, but some of the lots have been sold. We turn here southward along Railroad-avenue, and catch a passing glance of the Monmouth Beach Station, with its over-sized spire and its neat porte-cochères. Then we travel along Beach-road, after crossing the railroad, until we come to the club-house—the home centre. Around this house, the old homestead for more than a century of the Wardells, there are at present the following houses: The Tudor cottage of John Torrey, Jr., to the eastward. This is outside the circle in a corner with a large lot. It is easily distinguished by its large pent roof, and its gabled fronts. The garden is a happy melange of lawn, flowers, fruit, and vegetables, and some willows are growing with a promise of being famous trees. Opposite in a corner lot also is the house of P. J. Ryall, formerly a lawyer of Freehold, who lives here all the time. He is the son of the late D. B. Ryall, a famous lawyer of Monmouth County. Opposite to him in still another corner is the house of Dr. Conover, but as he prefers to live at the Metropolitan Hotel, which belongs to him, he has rented his house to Mr. Vredenbergh, a rising young New-Jersey lawyer. These two houses are Gothic, presumably, though rather difficult to define, but they have jolly piazzas and splendid rooms. The fourth corner is the model association house, built by Mr. Torrey, on the plan of a rustic retreat designed by a New-York firm of architects for a park at Callao. It is the very beau ideal of a hunting lodge of old English days. There is no kitchen, and no laundry, and the family that have it just take their ease. They have a splendid parlor and three fine bedrooms, broad piazzas, and a fine croquet lawn; and the balustrade of the piazza is adorned with rustic wooden vases filled with choice plants. Around the ring E. G. Cattell, the brother of the Senator, is building one house for himself, and two others to rent. Also, Mr. H. Houghton, the manager of the Club House, has built himself a cottage and Tappan Hoadley, another son of Daniel Hoadley, has built himself another. All the lots in this circle, however, have been sold, and next year every house will be up, and the croquet ground will be in order, and the first club-house community will be a perfected idea. Then an improved Club House Centre will be established on the other block north, and another on the block east, and the association will be completed.

I visited the club-house, and found a very warm welcome from the ladies and gentlemen, who were lounging about. The lawn, shaded by the big trees, was crowded by children playing ball, and everybody looked happy and healthy. I found with great pleasure that THE TIMES was the great paper of the community, which is so distinctively Republican that the politicians of New-Jersey begin to tremble. All the small fry who trade and swap, and carry, as they think, the votes of Podunck and Squash Bay in their pockets, fear above all things this happy family of intellectual men, comprising the cream of the New-Jersey Bar, and swayed by no other considerations save those of enlightened patriotism. They think they see in this community a power, and they are not mistaken, for the meeting of so many accomplished and intelligent men must tend to clear away those embarrassments which have prevented, on some occasions, the Republican Party from acting together in New-Jersey. I look upon this association as destined to make New-Jersey firmly Republican without any more wavering. The dining-room at present holds only seventy-five persons, but the rapidity with which the idea has been seized upon by the fair sex will compel them to enlarge it, when it will hold 150. Of course, the dwellers in the circle have the first privilege, but as the work, though progressing, is still only partially developed, there is plenty of room, and families come across from Ocean-avenue rather than be bothered with the nuisance of housekeeping. The result will be that Club House centres will be established for the sea-side cottages, and nobody will keep house—a consummation for which I heartily pray, and on which I beg in advance to congratulate the ladies of the Monmouth Beach Association.

This completes the survey of THE TIMES, and we have now given our readers all the cottages along the line of Ocean-avenue for nine miles, with the exception of one or two, or perhaps three cottages, which are simple boarding-houses, and are located between the East End Hotel and Atlanticville. Even this brief cursory survey will show in what direction Long Branch is growing, and what a splendid city it is destined to be. GAB.

NEW FORTS IN ELSASS-LORRAINE.

In an article on the fortresses in Elsass-Lorraine, the *Cologne Gazette* says that as the expense of erecting new fortresses would be very heavy, the German Government decided last year to pull down the smallest and weakest of the fortifications in the province, and thus to obtain materials for the reconstruction of the more important ones. The fortress of Pfalsburg was accordingly dismantled in 1872, and that of Schlettstadt in the present year. The building materials furnished by these fortresses have been used for the construction of six land forts and three water forts at Strasburg. As to the fortresses of Thionville, Metz, and Bitsch, which cover the approaches to the Rhine province of Prussia and the palatinate of Bavaria, it was as necessary to reconstruct them as those of Strasburg and Neubreisach, they having been left by the French in the same state as they were in before the recent improvements in artillery, &c. Metz alone had been adapted to the modern system, a number of outworks having been erected at a considerable distance from the walls of the fortress. When the war of 1870 broke out these forts were not ready, it is true, but they were useful for the defense of the place. In the other fortresses, Strasburg especially, there were no outworks; the detached works (lunettes) in front of the walls of Strasburg could not properly be so called, as they lay so near the fortress that they could not protect it from a bombardment. The new forts to be built for the fortresses of Metz and Strasburg, on the other hand, will be so placed that a bombardment of the town from the first line would be impossible. They are all, on an average, from ten to twelve kilometres distant from the town; they are armed with long-range guns, and if the attacking party had even the best guns of this kind, it would have to place its first batteries at least four kilometres from the forts, whereas, in the present state of artillery science, the bombardment of a town at a distance of from ten to twelve kilometres is practically impossible. It would, therefore, be necessary first to take a number of the forts, in order to push forward and then and lay down the bombarding batteries nearer to the town-walls. In order to prevent the garrisons of the forts, each of which represents a small military settlement of from 600 to 800 men, from being injured by a bombardment, they are provided with bomb-proof chambers large enough to contain the whole garrison, with a sufficient store of provisions; and the men are further enabled to reach the wall in safety, without crossing the court-yard round the fort, by means of a bomb-proof staircase erected for the purpose.

A VIENNESE STORY.

The Paris *Figaro* relates the following incident, which it says has been communicated to it by a Vienna correspondent: The most elegant and the most fashionable salon in Vienna has just been suddenly closed, owing to the unexpected departure of the lady who so gracefully did the honors of the place. I refer to the Princess Metternich, whose memory is so cherished in Paris, and who quitted Vienna one fine morning in consequence of an event, of the accurate description of which I can pledge myself. On the preceding evening there had been a ball at the palace of the Prince Louis Victor, the youngest brother of the Emperor Francis Joseph, and naturally Princess Metternich was one of the persons invited. In true Parisian fashion, the Princess did not arrive at the Archduke's until rather late, about 10 o'clock, when Prince Louis Victor, perceiving her, came up and said, drily, "I am sorry, Madame, that you did not come sooner. Her Majesty has been here since 9 o'clock." "Really, Monseigneur," replied the Princess, smiling, "for anything agreeable the Empress says to me when I have the honor to meet her, I have no reason to regret that I have arrived so late at your Royal Highness' house." "But, Madame, you are insulting her Majesty." "I hardly think so, Monseigneur, for I know the respect which I owe to her Majesty, but I simply reply with frankness to your Royal Highness's observation—that is all." And, continuing her promenade through the rooms, Princess Metternich paid no further attention to the incident. But toward 11 o'clock, at the moment when the Princess was about to pass into the supper-room, the Archduke Louis Victor again came up to her and said, "Excuse me, Princess. A place had been reserved for you at the Imperial table, but, after the insult you have offered to the Empress, you cannot be received there." "That is quite right," replied the Princess, with her accustomed calmness and dignity, "but as I have ordered my carriage for 12, I would request your royal highness to send for a hackney-coach for me." The Archduke, finding no answer to return, gave the order which the Princess had requested. Five minutes later, the Princess, who had refused twenty offered carriages, left the palace in a hackney-coach, and on the following morning, whether by order or not I cannot say to state, she rejoined her husband at Johannisberg. From thence she has not delayed her removal to Paris; and thus it is that one of the most agreeable houses in Vienna has been closed.

WHY NOBODY CAME TO A PICNIC.

The Washington *Star* says that Third Assistant Postmaster General Barber has received a six-page letter (with a two-page "P. S." attached) from a lady of Western New-York, complaining of the regulation of the Post-office Department which makes it incumbent on Postmasters to forward to the dead-letter office all letters on which an insufficient amount of postage has been paid. She says that some time since she began making preparations for a grand invitation picnic, parenthetically remarking that her picnics are always a great success, and that having arranged preliminaries, such as hiring the grounds, music, &c., she sent out several hundred invitations to persons in the town where she resides. The day for the picnic arrived, and to her great amazement and chagrin none of the invited guests put in an appearance. She sought an explanation from some of these parties, and was informed that they had never received any invitations from her. Puzzled beyond measure she wended her way to the Post-office in the town, and there learned to her disgust that the Postmaster had forwarded all of her invitations to the Dead-Letter Office in Washington, because every one bore a one instead of a two-cent stamp as required by law. She writes to say that she was unaware of the fact that the payment of two cents is necessary for a drop-letter, or she would have cheerfully paid it, and earnestly but respectfully protests against any such arrangement. She thinks people would readily pay any postage which may be due on letters which they receive, and in her own case feels certain that the parties to whom she addressed invitations would have gladly paid three or four times two cents postage, provided they could have had an opportunity to enjoy her picnic. Gen. Barber replied to the lady regretting the annoyance occasioned her, and informing her that the subject of postage is controlled entirely by Congress, and that the Post-office Department has no authority to disregard or modify the enactment of that body.

A WRONGED WIFE.

The people of Pleasantville, Venango County, Penn., are excited by a story of cruel wrong to a wife, wherein a florist, who is son of a clergyman, is the offending party. The Greenville *Argus* says that nine years ago this man married a young lady of good family, and that she has since been a faithful and loving wife to him. In conducting his business correspondence the florist made the acquaintance of a young lady in Harrison County, West Virginia, and becoming smitten with her, he tried to induce his wife to sign a paper signifying her wish to be divorced, without letting her know the nature of the document. Very sensibly she refused. Her signature was forged, however, and a decree procured in a Wisconsin Court, through the aid of New-York divorce shysters, and a marriage between the West Virginia lady and the man of plants and flowers followed. Wife No. 2 was kept in Erie, the husband dividing his time between her and No. 1, never having told the latter plainly that the divorce had been obtained. Thus matters stood until within a few days past, when his duplicity was exposed. The injured wife has placed her case in the hands of a lawyer, and the recreant husband has disappeared.

THE HISTORY OF ROMANISM.

PRIMITIVE CHRISTIAN FAITH—RISE AND DEVELOPMENT OF THE CATHOLIC CHURCH.

Rev. Dr. Dowling, pastor of the South Baptist Church, in Twenty-fifth-street, between Seventh and Eighth avenues, delivered the second of his series of lectures last evening on "Early Church History," selecting as the subject of his discourse the words: "Behold how great a matter a little fire kindleth."—Epistle of St. James, iii., 5. The reverend gentleman observed upon the verification of the Scriptural expression in the events of our daily life, and applying the text to the history of the Church itself contrasted the present position of Romanism, with its pomp and splendor, to the few faithful believers, and the spirit which animated those who composed the early Christian faith. And what was the first step from the beautiful simplicity of Gospel truth as it existed in the time of the apostles which led to this vast superstructure of error and iniquity? In his judgment the first step toward the great usurpation was the interference with the equality of the members of the Christian Church. The indulgence of a spirit of ambition and domination among the professed disciples and ministers of Christ, and the creation of distinctions such as were unknown in the time of Jesus, the exclusive application of the word Episcopus to the usurpers of the Church, making them not overseers of the flock, but overseers of brother ministers—all these contributed to produce this result and were the cause of this vast iniquity. The manner in which this change was brought about whereby the title of bishop was wrested from the pastors to whom it belonged and applied to those who sought pre-eminence over the brethren, was as follows: After the death of the apostles, some one among the presbyters was permitted to take a leading part in the management of Church affairs. In the same way the title Episcopus was applied to the first See, and the principal prelates did not long confine themselves to their original domain, but rapidly endeavored to extend their power and influence, and established new churches in the neighboring towns and villages. Then occurred the ecclesiastical provinces, which were afterward called dioceses; and thus was gradually and imperceptibly introduced the first stepping-stone to the throne of Anti-Christ. From this time onward they could see the departure from the New Testament and the appointment of church dignitaries, called bishops, presbyters, and deacons. Ignatius, who lived about this period, is reported to have used the expression "I pledge my soul for theirs who are subject to bishops, presbyters, and deacons." Inconsistent as these words undoubtedly were with the meek and humble character of Ignatius, they were still more doubtful from the fact that a later writer than Ignatius in the same century used the words bishops and presbyters indiscriminately. About the commencement of the third century these distinctions had become quite common; but whatever may be said in regard to the truth of the expression attributed to Ignatius, the early existence of an error is no evidence of its truth. The Bible is the religion of Protestants, and on that alone were their hopes founded. The first step in this apostasy having been found, the difficulty of tracing those which followed was less, and the task of tracing the history of this gigantic edifice is complete, and the Man of Sin is revealed. The next step was the destruction of the independence of the churches. It is admitted by early historians that the election of bishops was originally committed with one faith, united by ties of affection to one spiritual head, and acknowledging no sovereignty over one another. A sovereign claim over these churches was soon made. Their governments had been vested in the people, but the latter were induced to believe that the charge of their spiritual affairs could better be intrusted to the bishop, who still acknowledged a superior since there was no chance of the ambitious bishops was such as to lull suspicion, and the people handed over rights which, had they been conscious of the results, it would have been impossible to have wrested from them. Thus the government of the churches passed from the hands of the people to those of their bishops, and their independence was at an end, and those who protested against the surrender of power were henceforth styled heretics. After this fatal change the distinction between the ministry and the people widened. The pastor was no longer one of the people, as he should be—he was a subject of the bishop, and was compelled to obey his behests. The term laity was now first introduced as distinguishing the people from their spiritual rulers, the clergy, and new orders were created in the Church. The persecutions of the Roman Government at this period retarded the progress of the Church, but upon the conversion of the Emperor Constantine in 312, for the first time in the history of the world there was a union of Church and State, and the star of Roman usurpation was in the ascendant. In the words of Jesus, "My kingdom is not of this world," were now disregarded, and with the departure from this fundamental principle of faith the corruptions have been increasing. The union of Church and State destroyed the spiritual unity and paved the way for the work of sin. Then the ranks of metropolitans, or archbishops, were founded, but it was not until the year 606 that Popery was established, and the universal bishop was proclaimed. Pagan Rome was no more, Anti-Christ was rapidly ascending his throne, and the Man of Sin prevailed. Mr. Dowling postponed his further remarks on this subject to next Sunday evening.

BUFFALO FLOUR AND GRAIN.

The Buffalo *Commercial Advertiser* says that the receipts of flour at Buffalo by lake during July were more than 100 per cent. in excess of those for the same month in 1872; while the gain in the receipts of all kinds of grain, estimating flour as wheat, since Jan. 1 is nearly 5,000,000 bushels. The excess in the receipts of grain, exclusive of flour, for July is over a million bushels. The imports of grain, including flour as wheat, from Jan. 1 to Aug. 1 this year, aggregated 29,470,707 bushels, against 24,497,469 bushels in the same months last year, 26,837,980 bushels in 1871, and 16,681,591 bushels in 1870. The receipts thus far this year are in excess of any on record, with the exception of 1863, when they reached 33,339,891 bushels." The *Commercial Advertiser* says further: "In this connection it is of interest to note the changes in the movement of the leading descriptions of grain. The receipts of wheat this year were 11,563,631 bushels, against 3,257,948 bushels last year, an increase of nearly three hundred and fifty per cent. The receipts of corn, on the other hand, were only 11,401,618 bushels, against 15,870,022 bushels last year, which is a decrease of over four millions bushels. This decline in corn is undoubtedly mainly attributable to the 'hot corn' excitement which prevailed for several weeks. Dealers were afraid to buy or handle it in large quantities for fear that it would spoil on their hands. The movement of oats is slightly below that of last year. The trouble in the oats market also shows itself to a marked degree in the canal exhibit. While wheat and oats are largely transported by canal, it may be said that corn is the mainstay of canal shippers. They calculate on it with a greater degree of certainty than on wheat or oats. Serious embarrassments to this trade, therefore, is almost certain to follow a decreased canal movement of corn. The exports of corn this season by canal aggregates only 6,988,615 bushels, while last year they reached 12,427,294 bushels. Here is a decrease in the corn movement of nearly forty-five per cent.! But the increase in the shipments of wheat is more than enough to offset the decline in corn. Last year the total exports of wheat up to Aug. 1 was only 2,347,569 bushels, while this year the aggregate is 5,177,506 bushels, which is an increase of 3,730,000 bushels. The eastward movement of all kinds of grain by canal for the season is 17,965,993 bushels this year, against 17,619,600 bushels in 1872. The receipts of tolls at this port this year were $533,526 65, against $532,477 07 last year, showing a slight increase. Taking the statement as a whole, it indicates a very satisfactory condition of the trade."

THE NEWFOUNDLAND COD.

A Newfoundland correspondent of the Montreal *Gazette* writes as follows of the cod fishery and the feeling respecting the exclusion of the country from the provisions of the Treaty of Washington: "Excepting for the extreme northern fishing centres, good accounts continue to be received regarding the progress of the fishery. Little has yet been done about Twillingate and further south; but from Bonavista the news is good. In the neighborhood of St. Johns the fishery is the best for many years, and the same holds good of most localities to the south and west. Much disappointment has been experienced here in consequence of the receipt of intelligence, to the effect that the American Government had declined to allow Newfoundland to participate in the provisions of the Treaty of Washington. It appears the Americans have taken exception to a clause in our act ratifying the treaty, in which it was stipulated that the Americans should conform to 'all the rules and regulations relating to the time and manner of prosecuting the fisheries on the coasts of this island.' The American Government refuse to permit any shipments from Newfoundland, in terms of the treaty, until this clause shall be rescinded. It is believed that they have misinterpreted the clause, and that mutual explanations will make all right. Meantime our trade suffers."

A PLEA FOR THE MOCKING-BIRDS.

The Richmond (Va.) *Whig* speaks a needed word in behalf of the Virginia mocking-bird, the only singing-bird the State has really worth mention. The *Whig* says, "This bird, whose delightful music is the chief charm of our country, at this season is being ruthlessly destroyed by the boys and others, who annually catch the young birds by thousands, and either kill them in their clumsy and cruel attempts to rear them, or else sell them to others who are seldom more skillful or successful in the difficult effort to mature a full-grown songster for the cage. We already hear the chirp of these poor young birds in our markets and on the streets, where they sell from $1 to $3 apiece. Out of 1,000 young ones thus barbarously penned, and half-fed, not 100 survive to develop their powers of melody. Will not some intelligent and humane member of the next General Assembly introduce and carry through a bill for the protection of mocking-birds?"

RELIGIOUS QUESTIONS IN PRUSSIA.

Writing from Berlin on July 20, the correspondent of the London *Daily News* says: "In the execution of the new clerical laws the Government does not always meet with the prompt obedience due to the authority of the State. It appears pretty certain now, however, that the orthodox Lutheran Church will accept the situation without too much difficulty, and leave to the Ultramontanes the exclusive folly of resistance. While the laws were pending before the Landtag this was not the case. The High Church deputies were their bitterest opponents, and several of the Protestant councils justified their title by vigorous but futile protests against the proposed legislation. The Brandenburg Consistory, a particularly conservative body, and the author of the original proceedings against Dr. Sydow, distinguished itself by the ardent support which it gave to the Catholics at the time. But as the Supreme Council overruled the Consistory in the case of Dr. Sydow, so it has just taken a wiser step in reference to the new laws. It has issued a long memorandum on Dr. Falk's instructions for the execution of the same; and after a minute examination both of laws and of instructions, it concludes that neither threaten seriously the traditional rights of the Church. So one obstacle is cleared away, and the Government may pursue the more freely the war against the Catholics. In the carrying out such laws in Prussia, a great deal is left to the discretion of the executive authorities. The French rather than the English system of legislation prevails—that is to say, the law is drafted in rather general terms, and the Minister is left to draw up more detailed rules for its application. In the present case it is easy to see that a very delicate responsibility was thrown on the Cultus Minister, and it is greatly to his credit that he has managed to proceed so far without making any new enemies for himself and his laws. Dr. Falk is, however, no Radical. He is a scholarly, resolute officer, of rather conservative mind, who was appointed to do a certain work, and who will do it without any unnecessary violence.

The Ultramontanes resist the laws at every step. It will be recollected that one of the powers granted to the Government was that of deciding what seminaries might safely be suffered to continue preparing young men for the universities and the Church, and to close all others. In practice this power would naturally strike only the Catholic schools. The Minister's instructions accordingly contain a list of schools—all, I think, Catholic—which were condemned; and the subordinate officials in the provinces were directed to suppress them. A typical case from Posen throws light on the procedure in such cases. The Ultramontane seminary in the City of Posen being under the special patronage of Archbishop Ledochowski, was, of course, on the fatal list. But, instead of marching a file of gendarmes up to shut the doors of the institution, the provincial authorities addressed a circular letter to the students, announcing their decision, and inviting them to retire. The absence of students would naturally be the death of the school, but it do not yet hear what answer was made to the letter. It was added that, if they failed to comply with the invitation, they would be promptly turned out of doors.

The religious feuds have invaded the Order of Knights of Malta, and are, in consequence, causing a great scandal in Silesia. It would appear that the intemperance of the Ultramontanes is the secret of the difficulty. Some weeks since there was presented to the Emperor an address from "loyal Catholic subjects," in a large measure, of course, "Old Catholics," and among the signers thereof were a dozen members of the Malta fraternity. Now the Silesian Chapter is in the hands of violent Ultramontanes, and it proceeded to take action against such members as had signed the loyal address. It does not appear that the knights had signed as knights, but as a personal affair without the slightest reference to their ownership of the Red Cross. Some of the Liberal papers were indeed so injudicious as to parade their names before their readers, as if they acted for the fraternity. This gave the Silesian Ultramontanes their cue. The chapter passed resolutions of censure against the offending members, whereupon seventeen resignations were handed in. At present the affair rests at this point, and further details are eagerly awaited by the gossips. The intolerance is not at all on the side of the Ultramontanes. I recently read of a certain manufacturing establishment on the Saar, the proprietor of which, as a member of the Reichstag, has just forbidden his men to subscribe for two Catholic periodicals which he has placed on the 'Index.' No workman can read them and keep his position. And in order that the men may suffer no pecuniary loss, the proprietor informs all those who have already paid subscriptions that the money will be refunded on application at his office by his own cashier. In a fiscal sense this system may be better than that of the Middle Ages, when the heretic and the forbidden book were burned together; but is the spirit of it much different? The offense charged against the two papers was encouragement to disorder."

THE THRONE AND THE DOCK.

The *Times of India* says: "In a dingy police-court in Bombay—with watchful sepoys on either hand of him, a stern-faced magistrate in front of him, and a possible sojourn in the common jail awaiting him—might have been seen yesterday and the day before a man who has done in his time much sanguinary work, and passed through some strange vicissitudes of fortune. A prince, an alleged parricide, a ruler, a refugee, a leader and inciter of forays and invasions innumerable, and now finally a culprit, obliged to give bail for his person before a British police magistrate—the Fates have rendered somewhat tortuous the life of Syud Salim bin Thoweynee, ex-Imaum of Muscat. It is not too much to say of the prisoner who stood before Mr. Connon yesterday (June 26) that he changed the entire current of Muscat affairs, and that to him is due, in large measure, the misrule that prevails, and the blood that has been so unsparingly shed during the last seven years in the fertile province of Oman.

* * His followers dropped off in large numbers, until at last, finding himself almost entirely deserted, he returned to Bedeeyah. His last recorded acts are a raid on Kurryat, in September, when he succeeded in carrying off some camels belonging to Syud Toorkee, and an unsuccessful attempt to surprise the fort of Soor. Losing all hope, apparently, of ever again ruling in Muscat, on the 28th of December Salim left Bedeeya for Bombay, and since that day Syud Toorkee has consolidated his power, and unhappy Oman has enjoyed six months of comparative peace—the first rift in the bloody cloud which has hung over the land since the murder of Syud Thoweynee. The last act in Salim's career is one with which our readers are by this time tolerably familiar—namely, obtaining from Messrs. Haunilton & Co., a firm of jewelers in Bombay, goods of the value of 10,000 reals, for which it is alleged he never intended to pay. From the Hall of Audience in the regal palace of Muscat, surrounded by armed men to whom his word was law, to the dock of a Police Court in Bombay, guarded by blue-coated and yellow-turbaned policemen, the descent is great. But a man whom even the grave Bombay Administration report charges with having commenced his career with parricide must find the journey to Avernus very easy indeed. Such is Syud Salim, ex-Imaum of Muscat, and late a culprit in Mr. Connon's Court."

AN EXPENSIVE BEVERAGE.

The City of Bremen possesses twelve hogsheads of what, according to certain calculations undertaken by the *Neue Freie Presse*, must be the most expensive beverage in the world. The town purchased in 1624 twelve hogsheads of Rudesheimer at 300 gold thalers each. These were placed in the municipal cellars, where they still remain. At the end of next year these hogsheads will be 250 years old, and will, reckoning the interest on the original price at five per cent., have cost 790,680,000 Prussian thalers. The waste of wine from evaporation is always estimated at five per cent. per annum; there remain, consequently, only 465 bottles of the original supply. This annual loss has been made up by means of old wine found in the cellar. Calculating the price of a bottle of this wine at one thaler only, the 216,000 bottles which will have been thus added by the end of 1874 will be worth 3,427,920,000 thalers, granting the same rate of interest, five per cent. At the end of next year the twelve hogsheads thus replenished will have cost 4,218,500,000 thalers, giving an average of 244,139 thalers per bottle. The hogsheads are not, however, all of the same value. They are filled up on a system by which the wine added must, in the course of time, pass through all the eleven hogsheads before reaching the last, which contains the oldest and most precious liquid, each drop of which, reckoning a bottle at 1,000 drops, is now worth 56,000 thalers.

MANSARDS DOOMED IN BOSTON.

The Boston Fire Underwriters' Union has determined to follow the course lately taken by the board in this City. At its meeting, Friday, it was decided that after the 1st of January next, the rate of insurance on wooden Mansard roofs should be raised from fifty cents on $100 to $1 on the same amount. This, of course, includes not only the building, but the insurance on all the merchandise contained in it; and it will thus be seen that it will be difficult for the owner of such a warehouse to let it to any merchants for ordinary business purposes. The addition of an expense of one per cent. on all the goods coming into a store would often take away any profit that might otherwise come from the sale of the same.

NEWPORT.

A DULL SEASON—THE HOTELS DESERTED—THE BEACH AND THE COTTAGES—THE FASHIONABLE BEVERAGE.

From Our Own Correspondent.

NEWPORT, Thursday, July 31, 1873.

Not many years ago an enterprising Jew opened a store in a New-England city where business is not generally very lively. He displayed his goods in regular Chatham-street style, and waited for the customers to come. But twelve months rolled round, and customers were few and far between. A citizen passing the establishment one day, and seeing the lonesome-looking proprietor seated outside, asked him how trade was. The Jew, with lugubrious countenance, protested that there was no trade. "Oh! well," said the citizen, by way of encouragement, "you will do a smashing business when the busy season commences." "And when does the busy season begin here?" inquired the Jew, who had been waiting a year for that auspicious time. The Jew's inquiry is in the months of the Newport landlords just now. The smaller houses have been open since the 1st of June, and the larger establishments since the 20th, and yet the registers show but few autographs. It is true that the rush at Newport never begins until August, for it is considered the proper thing in the fashionable world to spend a few weeks in the mountains or at Saratoga before coming to the seaside. But the season is far enough advanced to indicate to the acute mind of the hotel proprietor that there is to be no rush this year, and hence he goes about the streets clothed in sack-cloth and ashes, and praying for higher temperature or the cholera. Just how many there are at the Ocean and Atlantic, the two leading houses, it is difficult to tell. Not much reliance is to be placed on the statements of a landlord to the newspaper interviewer. It does not seem that it would be policy for the landlord to intimate that he is full when his actual patronage is scarcely sufficient to pay running expenses, but it is a queer fact that many people, who are in the habit of going to the watering-places principally because it is fashionable, like to go to a full house and shun an empty one as they would a pestilence. The men who keep hotels understand that "unto him that hath shall be given," and, however melancholy they may feel, they always present a bright side to the reporter, and if they have a hundred guests smilingly represent that they have double that number. Judging from appearances, which rarely deceive at the watering-place, the Ocean and Atlantic are not one-third filled. The spacious verandas are deserted, and at the table there are more waiters than consumers. Standing on Bellevue-avenue, which shows signs of life if anything is stirring in Newport, at 6 this evening, but few private turnouts could be seen in any direction, and yet at this time last year the fashionable drive was fairly crowded with handsome equipages, from the pony phaeton of the girl who had just come out to the four-in-hand of the swell. But Newport is not altogether deserted, notwithstanding the small number of guests at the hotels. It is a city of Summer cottages, which in most cases are owned by their occupants, and nearly all of these are open. Many of them are cottages only in name—pretentious, hot, and uncomfortable looking, large enough for hotels, with little more ground than is contained in an ordinary city lot, and unrelieved by veranda, flowers, or foliage. Others are real cottages, in the common acceptation of the word, spacious enough for comfort, standing in the midst of grounds elaborately laid out, and having about them an air of coziness and coolness. The great attraction of Newport, that to which the city owes its prominence and popularity as a Summer resort, is its magnificent beach, on which the surf rolls high in the stillest day; and it therefore seems very strange that the mammoth hotels are located in the heart of the town, a good half-mile from the shore, and with no ocean view unless it be from the highest rooms in the rear. The enterprising man who builds a hotel within a stone's throw of the beach, giving his guests an opportunity to look out upon the Atlantic, and to bathe in the surf without being subjected to a long and dusty drive both before and after the bath, has a fortune in store for him. At present the beach is almost wholly devoted to the bathers, and a long line of diminutive bathing-houses on wheels, numbering at least 150, stretches along the shore just above high-water mark. Those who are timid about going into the surf, but delight to look out upon old ocean, must now stand on the shore under the hot glare of the sun, and hence the patrons of the beach are few, for the sun soon gets the better of the sea-breeze, and makes surf-seeing an uncomfortable occupation. Why some Yankee genius with an eye to the main chance has not put up seats that will accommodate a few thousand, covered them with plain boards at an insignificant expense, and rented them for a good round sum per hour, thus making himself both a rich man and a public benefactor, it is difficult to tell. In comparison with Long Branch and Saratoga, Newport is tame. If people come here to get quiet and relaxation, they can assuredly accomplish their purpose, for there are no turf excitements by day, and no palatial gambling establishments to make night sleepless. The most exhausting exercise is a listless game of croquet or a hop, and the greatest excitement an occasional yacht race. The Summer visitors are mainly quiet folks, who like to be elegant and ostentatious in a sort of grand, gloomy, and peculiar style, are indifferent to the sports of the turf, and abhor pool-selling and all other kinds of gambling except that of "the street." The Bostonians are in the ascendant among the cottagers and largely represented at the hotels, and there is a decided flavor of the "Hub" in almost everything that Newport does. Heretofore there have been less drunkenness and carousing here than at the other great Summer resorts, but absinthe, that beastly beverage that steals away the brains in no time and kills at shorter range than "Jersey lightning," has come into fashion this season, and under its influence Newport is likely to go to the bad. Thus far the yachtsmen, who generally contribute greatly to the gayety of Newport, have been seen but little in these waters since the opening of the season. The Brooklyn Club remained but a day or two, indulged in no festivities, and even gave up their contemplated regatta. The Atlantic Club will go no further than Stonington on this year's cruise, and the New-York Club, whose arrival is anticipated with lively interest, is thinner than usual, many of the noted flyers having gone to foreign waters. At present there are not more than a half-dozen yachts in the harbor. I have had no time to decipher the names on the hotel registers, and hence shall not inflict a long list of distinguished guests on the readers of THE TIMES. Generally, people who are not at the watering-places don't care who are. The school-ship Constitution is here with a hundred middies of the first and third classes, on their annual cruise. Next week she leaves for Narragansett Pier and other watering-places. On the whole, no brilliant predictions can be made concerning the Newport season of 1873. It has opened poorly, and is likely to be dull to the end.

THE POISONOUS WHITE FISH.

The Board of Health of Pittsburg, Penn., held a meeting Friday to investigate the frequent cases of poisoning occasioned by eating smoked fish. The matter had been placed in the hands of the Meat Inspector, who had procured a sample of the fish and turned it over to a chemist. The latter reported: "I have made a careful analysis of the so-called smoked white fish you handed me some time ago, but, with the exception of creosote, I have not been able to discover any poison, either inorganic or organic. These fish do not seem to have been smoked at all, but treated with the liquid creosote. It is very probable that the cases of poisoning occasioned by eating of these fish are attributable to the presence of creosote. The symptoms, as related to me, agree with those of creosote as given by the standard works on toxicology." The Meat Inspector recommended that the sale of such fish be prohibited, saying that although fish treated in this way may not contain enough poison to seriously injure the persons using them as food, yet they become putrid in a short time in hot Summer weather.

DANISH POLITICS.

The Copenhagen correspondent of the *Indépendance Belge* says there is at this moment a comparative calm in Danish home politics, but it is the calm which precedes the storm. The party of the united Left is in no way discouraged by the various Parliamentary checks sustained by it toward the close of the last session of the Rigsdag. Agitators scour the country, and the leaders of the party have declared quite frankly

THE REAL ESTATE MARKET.

The quotations of sales made during the past week make a very slim exhibit, and the property disposed of was not of a very important character.

The whole amount of City realty sold by public auction at the Exchange for the week ending with Saturday, Aug. 2, being $165,950, as against $55,000 for the previous week.

The auction sales of suburban lots held during the same period were not of a very important character, and resulted as follows:

By A. J. Bleecker, Son & Co., "Norton property," Plainfield, N. J., sixteen acres, $4,000; by J. M. Gibson, Greenville, Jersey City, N. J., forty-five lots, $26,000; by E. A. Lawrence, Jamaica, Long Island, 111 lots, $19,800. Jere. Johnson, Jr., also sold at Darien, Conn., forty-one villa plots of land for a total of $98,200.

The trustees' sale of the Pollock property, situate at Elizabeth, N. J., which was held the week previous by A. D. Mellick, Jr., & Bro., was not intelligibly reported by them at the time of the sale, inasmuch as the amount of the assessments and mortgage against the property was not correctly given. The following is the correct statement: Two hundred lots for $44,545 over and above assessments for paving and grading and opening streets, amounting to $20,000. Total, $64,545. Drexel, Morgan & Co. bought the property, they having foreclosed a mortgage against the property amounting to $27,700.

At the Exchange, on Saturday last, James M. Miller sold, by order of the Supreme Court, in foreclosure, under the direction of Henry A. Bogert, referee, the three lots of land, each 75.6 by 100, with the three four-story brick houses thereon, situate on the west side of Third-avenue, 50.5 feet north of One Hundred and Seventh-street, to the plaintiff in the suit, Elias P. Brown, for an aggregate of $28,200, that amount being about sufficient to cover the amount of mortgages and other incumbrances against the property.

The same auctioneer adjourned the Supreme Court sale of the house and lot, 17.6 by 42, situate on the south side of Thirty-third-street, 100 feet east of Seventh-avenue, to Aug. 7, by order of C. A. Jackson, Esq., referee.

As to the prospects for the near future, nothing has transpired of sufficient importance whereon to base calculations or reasonable predictions. The main feature of the market just now is the gossip that has lately been indulged in in regard to the future of Westchester County, in view of the lower part of it being annexed to New-York next November, at which time the question is to be decided by the vote of the people residing in both places. That it will be an affirmative vote there does not at present appear to be any reason to doubt, for the project is a popular one, and destined to enhance the values of the real estate lying within the area of land to be annexed immensely. The property-owners of Westchester County have long and anxiously waited for the consummation of this project, believing that it would be the sure forerunner of rapid intramural transit. Both projects are now yoked together, and if they advance with even and rapid steps, and reach the goal of certainty by next November, the market for real estate will be resuscitated from its slumbers, and by next Spring a grand movement of the population into the region up north of Harlem River may be expected. That the land speculators believe the time has come for buying up the land, is evident from their movements lately, and although they have been conducting their operations as quietly as possible, sufficient has leaked out to satisfy us that there have been several very large tracts of land contracted for within the past two weeks. The land immediately adjoining the established towns and villages that lie within the boundaries of the area to be annexed, such as Morrisania, King's Bridge, and Yonkers, will no doubt be very much enhanced in value, and should the construction of the Gilbert Elevated Railway be prosecuted in earnest forthwith, a great revival in the market for New-York real estate would result therefrom which for activity would equal, if not surpass, the real estate excitement of 1868.

John H. Clark recently purchased from Ebenezer Lyon about twenty-one acres of land, situate at Yonkers, Westchester County, for $20,540.

The auctions projected for the present week are as follows:

THIS WEEK'S AUCTIONS.

To-day, Monday, Aug. 4.

The Supreme Court sale of the house and lot situate on the north-east corner of Second-avenue and Eleventh-street, which was adjourned from last Monday, July 28, to to-day, will not take place, as the property has been withdrawn from sale by order of R. B. Tunstall, Esq., referee.

Tuesday, Aug. 5.

By R. V. Harnett, at the Exchange, Supreme Court foreclosure of the premises known as the Knickerbocker Hotel, comprising the unfinished building and ten lots of land situate on the east side of Fifth-avenue, between Fifty-eighth and Fifty-ninth streets.

By William Kennelly, at the Exchange, Supreme Court foreclosure, under the direction of George L. Ingraham, referee, the premises known on map of Rutgers' farm as lot No. 562, situate on the east side of Cherry-street.

By Jere. Johnson, Jr., on the premises, at Yonkers, Westchester County, 200 lots and plots fronting on Palmer road, Lyman-avenue, Cornell-avenue, Dartmouth-avenue, and on Jassemine, Stone, and Briggs avenues. The property is first class in every particular, and affords very fine and extensive views of the surrounding country, including Long Island Sound, High Bridge, the Palisades, and the Hudson River. The position of the tract is on the Highlands, above Saw-mill Valley, and is one and a half miles distant from Bronxville station of the New-York and Harlem Railroad, also within easy distance from the stations of the Hudson River Railroad, the trains of which (twelve in number) stop at Yonkers, and also connect with the Greenwich-street Elevated Railway, and distant but one hour by that route from the City Hall, New-York. The New-York, Boston and Montreal Railroad is now graded from Tarrytown Heights to High Bridge, and passes within a few rods of the property, and the North Yonkers station and East Yonkers station of that road will be located within one-half mile of it. The Gilbert Elevated Railroad will, when finished, be connected with the New-York, Boston and Montreal Railroad, and will form another intramural link in the chain of rapid transit. A large tent will be erected on the grounds for the accommodation of those who attend the sale, and a free collation will also be served up by "Weeks," the caterer. There will also be in attendance a fine band of music. For maps and free passes apply to the office of the auctioneer, No. 21 Park-row.

Wednesday, Aug. 6.

By James M. Miller, at the Exchange, Supreme Court foreclosure, F. M. Scott, Esq., referee, of four lots on the south side of One Hundred and Thirteenth-street, 235 feet east of Fourth-avenue, 103.4 by 100.10.

By Wm. Kennelly, at the Exchange, Supreme Court foreclosure, of the premises on the south side of Thirtieth-street, thirty-four feet east of Seventh-avenue, 16.3 by 49.4½ by 22.8 by 4.

Thursday, Aug. 7.

By James M. Miller, at the Exchange, Supreme Court foreclosure, Thos. H. Landon, Esq., referee, of the premises No. 86 Park-street, 17 by 59.4. Also, similar sale of the three lots, each 25 by 102.2, on the south side of Seventy-sixth-street, 105 feet east of Third-avenue. Also, similar sale of the four lots, 100 by 102.2, on the south side of Seventy-sixth-street, 180 feet east of Third-avenue.

By M. T. Brennan, Sheriff, at City Hall, the premises on the south-west corner of Tenth-street and Avenue A, 26.7 by 113.

Friday, Aug. 8.

By M. T. Brennan, Sheriff, at City Hall, the premises on the south side of Eightieth-street, 150 feet east of Second-avenue, 25 by 102.2.

Saturday, Aug. 9.

By Jere. Johnson, Jr., on the premises at Long Branch, by peremptory order of R. J. Dobbins, Esq., Philadelphia, 200 of the finest ocean villa sites situate on Ocean View-avenue. For further particulars apply to the auctioneer, No. 21 Park-row.

EXCHANGE SALES, SATURDAY, AUG. 2.

NEW-YORK.

By James M. Miller.

1 4-story brick house and lot, 25.6x100, w. s. 3d-av., 50.5 ft. n. of 107th-st.	$9,400
1 4-story brick house and lot, 25.6x100, w. s. 3d-av., adjoining	9,400
1 4-story brick house and lot, 25.6x100, w. s. 3d-av., adjoining	9,400

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Thursday, July 31.

Allen-st., w. s., 87.6 ft. s. of Broome-st., 25x87.6	$27,000
Bowery, n. w. corner Spring-st., 60x100x39x101.3	106,250
Chrystie-st., e. s., 149.11 ft. n. of Bayard-st., 25.2x100.5	17,300
Oliver-st., No. 57, southerly corner Oak-st., 18,1x50.4	10,250
Prince-st., No. 159, 25x95	16,500
5th-st., s. s., 263.10 ft. e. of Avenue B, 24.9x96	14,200
20th-st., n. s., 77.6 ft. e. of 1st-av., 19x68.3	10,500
26th-st., n. s., 125 ft. e. of 2d-av., 50x98.9	47,000
27th-st., s. s., about 399.10 ft. w. of 8th-av., 25x98.9	17,000
34th-st., n. s., 164.3 ft. e. of 2d-av., 85.8x98.9	60,000
39th-st., n. s., 150 ft. e. of 2d-av., 25x98.9	21,000
39th-st., n. s., 225.5 ft. w. of 3d-av., 17.8x98.9	20,000
42d-st., s. s., 80 ft. w. of 6th-av., 20x80	35,000
50th-st., n. s., 23.3 ft. e. of Lexington-av., 61.9x91	20,000
61st-st., n. s., 134 ft. w. of 4th-av., 19x100.5	35,000
63d-st., s. s., 125 ft. w. of 1st-av., 25x100.5	22,700
65th-st., s. s., 350 ft. e. of 2d-av., 18.9x100	9,550
80th-st., s. s., 19.2 ft. w. of Lexington-av., 18.4x102.2	16,500
115th-st., s. s., 345 ft. e. of 1st-av., 50x100.10	30,000
120th-st., s. s., 100 ft. w. of 8th-av., 25x100.11	6,500
152d-st., s. s., 325 ft. w. of Boulevard, 75x99.11; 151st-st., w. s. 325 ft. w. of Boulevard, 25x99.11	20,000
1st-av., e. s., 24.9 ft. s. of 24th-st., 24.8x81.6	21,500
2d-av., n. e. cor. 11th-st., 25.9x100	33,000
6th-av. e. s., 26.7 ft. s. of 26th-st., 144.3x75	133,000
8th-av., e. s., 50 ft. s. of 28th-st., 25x107.6	17,000
10th-av., s. e. cor. 165th-st., commencing at center line 165th-st., thence s., 68.9 ft. e., 100.11 x82.7x100	7,000
11th-av., e. s., 50 ft. s. of 74th-st., 50x100	15,000

LEASES.

Greenwich-st., No. 284, the Home-Made Hotel, 3 years, per year	5,000
Pearl-street, No. 71, and Stone-st., No. 36, 5 years, 1 year, per year, $1,800; 4 years, per year	2,000
Water-st., No. 234, 5 years, per year	3,400
Washington-Place and Mercer-st. St. Julian Hotel, 5 years, per year	9,000

CITY REAL ESTATE.

EAST RIVER, NEAR HOUSTON-ST.—THIRTY-six lots with 200 feet on the water, and fronting on two streets, for sale at a great bargain to a prompt buyer; suitable for any business.
F. G. & D. BROWN, No. 90 Broadway.

COUNTRY REAL ESTATE.

FOR SALE OR EXCHANGE
AT
RICHMOND HILL, LONG ISLAND,
Only thirty minutes from ferries by South-Side Railroad.

Neat cottage house; eight rooms, four lots, $4,000.
Fine cottage house; ten rooms, six lots, $7,500.
Two handsome cottage houses; eight rooms, four lots, $5,000 and $5,500.
One large handsome house, situated on elevated ground, with commanding view of ocean; fifteen fine rooms, handsomely finished; built by Mr. Lyman, late of New-York *Tribune*; ten lots, $10,000.
Many choice lots at prices from $100 to $500, according to location.
Very favorable conditions made with builders and others for building on said lots.
Apply to R. R. HAZARD, Jr., No. 110 Broadway, New-York, or to O. B. FOWLER, Agent, Richmond Hill.

FOR SALE.—THE BEAUTIFUL COUNTRY-SEAT, Locust Island, situated opposite the Neptune House, New-Rochelle, Westchester County, eighteen miles from the City Hall, New-York; accessible by steam-boat and railroad; will be sold cheap in order to close an estate, either with or without furniture; it is now occupied by Griffeth Thomas, Esq. For further particulars, and permits to visit the premises, apply at the office of LEOPOLD SCHMIDT & CO., No. 68 Broad-st.

FOR SALE—A FARM OF FORTY-ONE ACRES; large house, barn, and other out-buildings, corner of King's Highway and Ryder's-lane, near Ocean-av., Gravesend. Apply on the premises of N. W. BROWN, or of JOHANNES KOUWENHOVEN, Ocean-av., near Sheepshead Bay; also, ten acres in Flatlands on Flatbush-av.

FOR SALE—160 ACRES OF FERTILE LAND, ALL under cultivation, adjoining a prominent depot of the New-York, Boston and Montreal Railroad now nearly completed; sufficiently accessible to the City, for subdivision into lots and villa sites, commanding fine views; can be bought at a low figure. Apply to JOHN B. CHURCH, No. 11 Pine-st.

WANTED TO EXCHANGE—A COMPLETE AND pleasantly located country-seat near the City, valued at $30,000, for a fine farm with good improvements, on the line of the Morris and Essex Railroad preferred. Address Box No. 5,451 New-York Post-office.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

STORES, &C., TO LET.

OFFICES TO LET
IN
TIMES BUILDING.
SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

TO LEASE—THE SPACIOUS BUILDING NOS. 35 and 37 Vesey and No. 8 Church-st., all connecting. This desirable warehouse, rebuilt throughout and improved, will be rented together or separately. Apply to HORACE S. ELY, No. 22 Pine-st.

FACING BROADWAY, BETWEEN COOPER Institute and Bible House—New, sitely hotel to lease; over 100 suites rooms, stores, and large restaurant under same. Nos. 25 and 27 3d-st.

TO LET—A LARGE STORE, NO. 391 4TH-AV., OR will make two small ones; a good place for house-furnishing goods.

REAL ESTATE AT AUCTION.

JERE. JOHNSON, Jr., Auctioneer.
GREAT AUCTION SALE.
200 SPLENDID LOTS, FINELY SITUATED ON FORT FIELD,
YONKERS,
TUESDAY, AUG. 5, ON THE PREMISES.
Magnificent property; superb views of Hudson River, Long Island Sound, and church steeples of New-York City. Special train from Grand Central Depot at 11 A. M. Collation under colossal tent. Harrison, the great improvisatore. Grafulla's Seventh Regiment Band. Free tickets, maps, &c., of JERE. JOHNSON, JR., No. 21 Park-row, New-York.

JERE. JOHNSON, JR., Auctioneer.
AUCTION EXTRAORDINARY.
200 FINEST OCEAN VILLA SITES
on the continent, situate on
OCEAN VIEW AVENUE,
THE GREAT AMERICAN DRIVE AT
LONG BRANCH.
The property comprises
FIVE SPLENDID BLOCKS AND PARCELS
between the
Metropolitan, Clarendon, and East End Hotels, and adjacent to the depot of the Southern New-Jersey Railroad, Ocean House, &c.
SATURDAY, Aug. 9, at 1 o'clock,
on the grounds. Sale absolute; terms easy; title perfect. Steam-boat from Pier 28, foot Murray-st., at 9:40 A. M. Collation under colossal tent, Grafulla's Band, Harrison, &c. Maps, &c., of Joel G. Fogg, on the premises; R. J. Dobbin Esq., Ledger Building, Philadelphia, or JERE. JOHNSON, JR., No. 21 Park-row, New-York.

HOUSES & ROOMS WANTED.

HOUSE WANTED—TO RENT, WITH IMMEDIATE possession, by a small family, eight to ten rooms, on line of Harlem Railroad preferred; full particulars. Address Mrs. F. G. PINCKNEY, No. 235 East 58th-st.

WANTED TO RENT OCT. 1—A SMALL FURNISHED house, between 4th and 9th avs., 14th and 34th sts.; neighborhood must be first-class. Address Post-office Box No. 4,976, stating terms.

LEGAL NOTICES.

COUNTY COURT.—COUNTY OF KINGS.—SARAH T. CORTELYOU, Catharine L. Williamson, Sarah T. Bergen, Anna C. Onderdonk, and Nicholas Cooper, against WILLIAM W. WICKES, Jacob Pecare, Isaac Bernstein, and Louisa, his wife, Henry Goldsmith, and Pauline, his wife, Moritz Cohn, and Ernestine, his wife, Henry M. Silverman, and Ernestine, his wife, Michael McLaughlin, and ———, his wife, Selim Marks, and ———, his wife, Joel E. Goudsmit, Antonio Gonzales, Felix Garcia, Charles A. Mushlit, William Ferris, Jacob Fuchs, John N. Heubner, Josiah T. Marean, John McElroy, Jacob Harris, Jeremiah Farhart, Elias P. Needham, Joseph Etzel, Albert Etzel, Peter Lydecker, Frederick Schmidt, Charles H. Ditson, Oliver Ditson, John C. Haynes, Moses Y. Ebbitt, Henry Oakley.—Suit No. 3.—Summons for relief.—To each of the defendants above named: You are hereby summoned and required to answer the complaint in this action, a copy of which is herewith served on you and this day filed in the office of the Clerk of the County of Kings, at the Kings County Court House, in the City of Brooklyn, in said County of Kings, in the State of New-York, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 13 Willoughby-street, in the said City of Brooklyn, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the Court for the relief demanded in the complaint.—Dated June 4, 1873.
A. & J. Z. LOTT, Plaintiffs' Attorneys,
jy21-1aw6wM* No. 13 Willoughby-street, Brooklyn.

COUNTY COURT—COUNTY OF KINGS.—SARAH T. CORTELYOU, Catharine L. Williamson, Sarah T. Bergen, Anna C. Onderdonk, and Nicholas Cooper, against WILLIAM W. WICKES, Jacob Pecare, Isaac Bernstein, and Louisa, his wife, Henry Goldsmith, and Pauline, his wife, Moritz Cohn, and Ernestine, his wife, Henry M. Silverman, and Ernestine, his wife, Michael McLaughlin, and ———, his wife, Selim Marks, and ———, his wife, Joel E. Goudsmit, Antonio Gonzales, Felix Garcia, Charles A. Mushlit, William Ferris, Jacob Fuchs, John N. Heubner, Josiah T. Marean, John McElroy, Jacob Harris, Jeremiah Farhart, Elias P. Needham, Joseph Etzel, Albert Etzel, Peter Lydecker, Frederick Schmidt, Charles H. Ditson, Oliver Ditson, John C. Haynes, Moses Y. Ebbitt, Henry Oakley.—Suit No. 4.—Summons: For relief. To each of the defendants above named: You are hereby summoned and required to answer the complaint in this action, a copy of which is herewith served on you and this day filed in the office of the Clerk of the County of Kings, at the Kings County Court-house, in the City of Brooklyn, in said County of Kings, in the State of New-York, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 13 Willoughby-street, in the said City of Brooklyn, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the Court for the relief demanded in the complaint.—Dated, June 4, 1873.
A. & J. Z. LOTT, Plaintiffs' Attorneys,
jy21-1aw6wM* No. 13 Willoughby-street, Brooklyn.

SUMMONS FOR RELIEF.—COMPLAINT Served.—Supreme Court, County of Albany.—LEVI MOORE, plaintiff, against REBECCA ALEXANDER, David Alexander, husband of Rebecca Alexander, George Canaday, Catherine Canaday, wife of George Canaday, Moritz Denkenspiel, Josephene F. Denkenspiel, wife of Moritz Denkenspiel, Valentine C. Shiel, Levi Cass, Areli G. Hull, Emily C. Hull, wife of Areli G. Hull, John V. Mattison, Martha D. Burnett, and John Doe, Richard Roe, and others, defendants, unknown to the plaintiff, and who have an interest in or lien upon the mortgaged premises set forth in the complaint, and whose places of residence are unknown to plaintiff.—Amended summons.—To the above-named defendants: You are hereby required to answer the amended complaint of the plaintiff herein, a copy of which is hereto annexed, and which complaint was filed in the office of the Clerk of the County of Albany, on the 14th day of June, 1873, and to serve a copy of your answer on us at our office, No. 75 State-street, Albany, N. Y., within twenty days after the service of this summons, exclusive of the day of service, or the plaintiff will apply to the Court for the relief demanded in the complaint.
GREENE & DREYER, Plaintiff's Attorneys,
No. 75 State-street, Albany, N. Y.
je14-1aw6wM

BUSINESS CHANCES.

WANTED—BY A PRACTICAL AND EXPERIENCED party a thorough business man with $10,000 capital as partner in a manufacturing business paying seventy to eighty per cent. Address L. S., *Times* Up-town Office, No. 54½ West 32d-st.

A BUSINESS MAN WITH SOME MONEY AND commanding a large trade South and West, desires to connect himself with a good commission or wholesale house; no dry-goods. Address A. B. C., Box No. 127 *Times* Office.

A BOOK-STORE FOR SALE ON EASY TERMS, doing also a large retail trade in stationery and fancy goods; well established many years; an excellent chance for somebody. Address with real name, cash means, references, &c., HIRAM, Post-office.

A CHRISTIAN MAN, SATISFACTORILY INdorsed, who can influence trade, can purchase interest in job printing business; $500 to $2,000 cash; first-class references exchanged. Address P. P., Box No. 147 *Times* Office.

AT A SACRIFICE—IF TAKEN IMMEDIATELY, the stock and fixtures of an old and valuable tailoring establishment; sold on account of the death of the proprietor. Inquire at No. 417 Canal-st.

FOR SALE OR EXCHANGE FOR REAL ESTATE—Stock, fixtures, and good-will of a first-class retail drug-store. Address DRUGGIST, Box No. 109 *Times* Office.

FINANCIAL.

D. E. CULVER & CO.,
BANKERS
AND DEALERS IN
Stocks and Bonds
FOR CASH.
P. O. Box No. 4,323. NO. 25 NASSAU-ST.

THE MIDLAND RAILWAY is an enterprise of NATIONAL importance, and the Stock and Bonds soon to be placed upon the principal Stock Exchanges, will be as freely dealt in as are those of the New-York Central, Erie, and Pennsylvania Central Railroad Companies. 588 miles of its railroad are now completed and in operation. Continuous trains are running from New-York to Oswego, and on the Western Extension, toward Buffalo, the company is running trains 85 miles; the remainder of the distance, 120 miles, to Buffalo, is in course of rapid construction, and it will be completed within one year. The New-York and Oswego Midland Railway will be one of the most profitable Trunk Lines running out of New-York.

$50,000,000.

We confidently believe that $50,000,000 will be made by the Stock and Bondholders in this road within a few years by the rise in the value of the property.

The selling value of the Stock and Bonds of the New-York Central and Hudson River Railroad is over	$108,000,000
The selling value of the Stock and Bonds of the Midland Railway Companies, including sufficient to complete single track to Buffalo, and double track east of Middletown, is	31,000,000
Length of New-York Central and Hudson River Railroad from New-York Central Depot to Buffalo	455 miles
Length of the Midland Railway, Jersey City to Buffalo, via Montclair	385 miles
Saving over the Central route	70 miles
Saving over the Erie route	38 miles

This difference of distance in favor of the Midland route must always enable it to compete with the other lines advantageously as to freight, and ought to give it a larger share of the passengers than any other line. The early completion of the Western Extension, from Scipio Centre to Buffalo, is insured by the subscriptions of capitalists to a syndicate formed to purchase $5,000,000 of bonds from the company. The syndicate has guaranteed to advance further means, if wanted, to complete this road. We offer for a short time, New-York and Oswego Midland Railroad Company's First Mortgage Seven Per Cent. Gold Bonds, Western Extension, at 87 1-2 and accrued interest in currency.

We are sole agents for selling JERSEY CITY AND ALBANY Railroad Company's 7 PER CENT. Gold Bonds at 90 and interest in currency. This road is now in operation from Jersey City to Tappantown, a distance of twenty-four miles. Nine miles further are graded, on which iron is being laid. The road will be completed to Haverstraw within a year. These bonds are only issued on COMPLETED ROAD.

A specialty will be made of the stock and bonds of the following companies: New-York and Oswego Midland Railway Company, New-Jersey Midland Railway Company, Montclair Railway Company, and Jersey City and Albany Railroad Company. We have now on hand a limited supply of these bonds.

All bonds and stocks known in this market will be bought and sold, for cash, on orders for investors or dealers. We solicit permanent correspondents and agents for the sale of these bonds.

D. E. CULVER & CO., Bankers,
No. 25 Nassau-st., New-York.

HUDSON CO., NEW JERSEY,
20 YEARS'
7 Per Ct. Improvement Bonds.
INTEREST PAYABLE JANUARY AND JULY 1, AT THE FIRST NATIONAL BANK, JERSEY CITY.
PROPOSALS FOR $2,000,000.

Sealed proposals for any part of the above will be received by the undersigned authorized agents until Aug. 5, 1873, at 2 o'clock P. M., bids to be made with accrued interest. The Director of the Board of Chosen Freeholders and the County Collector reserve the right to reject all bids not deemed for the interest of the county.

They are authorized by virtue of an act of the Legislature approved April 4, 1873, entitled an act to provide for opening and maintaining an avenue in Hudson County. The county is authorized to borrow $2,000,000, issue bonds therefor, and pledge the credit of the county for payment of the principal and interest.

The county has a population of nearly 150,000, an assessed valuation of $100,000,000, and a market value of over $200,000,000. It includes the rapidly growing cities of Jersey City and Hoboken, and the whole western water-front of New-York Harbor.

The bonded and floating debt of the county is one million two hundred thousand dollars, ($1,200,000.)

We confidently recommend them as a very desirable security for insurance companies, savings banks, trust funds, and all classes of investors.

Ten per cent. will be required on allotment of bonds, forty per cent. the 1st of September, and the balance Oct. 1, or all may be paid in cash.

TURNER BROTHERS,
BANKERS,
No. 14 Nassau-st., New-York.

CITY OF ROCHESTER
7 PER CENT. BONDS,
ISSUED FOR CONSTRUCTION OF WATER-WORKS UNDER ACT OF LEGISLATURE.
PASSED APRIL 27, 1872.

Rochester possesses the elements of a prosperity unexcelled, if equalled, by any other city in this State. It is the centre of trade to a surrounding population of about 500,000, to whom the means of transportation are furnished by Railroads radiating from the city in eleven different directions.

Its indebtedness, excluding this loan, is less than $1,850,000, while it has Public Property amounting to about $2,350,000, and Private Real Estate valued at $70,000,000.

The bonds are issued in either Coupon or Registered form; the Registered being transferable at the office of the Union Trust Company of New-York, where both principal and interest is payable.

The expenditure of moneys derived from their sale is directed by the Mayor of the city and the Board of Commissioners.

PRICE PAR AND INTEREST. CIRCULARS UPON APPLICATION.

ROBINSON, CHASE & CO.
Bankers, No. 18 Broad-st.

GEORGE OPDYKE & CO.,
NO. 25 NASSAU-ST.,
OFFER FOR SALE AND CONFIDENTLY RECOMMEND
LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.
ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.
ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.
ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.
Desirable WESTERN COUNTY BONDS, yielding Ten per cent. Interest.
TOWN Seven per cent. BONDS, State of New-York.

VERMILYE & CO.
BANKERS,
16 and 18 Nassau-st., New-York.
DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION
RAILWAY STOCKS, BONDS, AND GOLD,
MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

Central Railroad Company of New-Jersey.
CONVERTIBLE BONDS
DUE 1902.
For sale at par and accrued interest. Apply to
SAMUEL KNOX, Treasurer,
No. 119 Liberty-st.

JONES & SCHUYLER,
NO. 12 PINE-ST., NEW-YORK,
Offer for sale Railway and Miscellaneous Securities of the highest grade, paying from 8 to 11 per cent. per annum.

ROBERT WINTHROP & CO.,
BANKERS AND BROKERS,
NO. 18 WALL-ST.,
Execute orders for STOCKS, BONDS, and GOLD, allow interest on DEPOSITS, and transact a general Banking and Brokerage business.

A POLICY OF THE GIRARD LIFE INSURANCE Annuity and Trust Company for FIVE THOUSAND DOLLARS, No. 1,679, dated Feb. 26, 1848, and issued to Robert Soutter, Jr., has been lost. The finder will be rewarded by communicating with C. B. S., Post-office Box No. 5,064 New-York.

INSURANCE SCRIP.—ATLANTIC, COMMERCIAL AND UNION SCRIP, wanted by
WM. C. GILMAN, No. 46 Pine-st.

FINANCIAL.

A
SOUND INVESTMENT SECURITY.
7 PER CT. GOLD BONDS
OF THE
INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY.
AN EAST AND WEST TRUNK LINE.

Total Length of Line	420 miles
Completed	335 miles
In Operation	309 miles
Under Construction	85 miles

These BONDS have UNUSUAL STRENGTH, being secured by a FIRST and ONLY MORTGAGE on an extension of 217 miles, and are a liability of the entire corporation representing 420 miles.

NET EARNINGS of the Road LARGELY EXCEED ALL INTEREST.

Receipts for 1872 ... $1,359,690

A gain of $395,000 over 1871 on same number of miles.

Receipts for June, 1873 ... $136,178 44

An examination of the route will show conclusively that the road penetrates a country of great productive capabilities, has a local business far more than self-supporting, and that it is A TRUNK LINE.

Diverging at Champaign, the road has two Western terminal points, Peoria and Keokuk, from which through its own connections, already in a forward state of construction, it will reach St. Paul, in Minnesota, and Grand Island, in Nebraska, the latter route following the borders of Missouri and Iowa, and passing through the rich South Platte Valley. The amount of through business from these sources, and from intersecting lines, will be of great magnitude.

From Indianapolis the Road has close connections with all the great diverging routes leading to the Atlantic coast, and also with Roads leading to the Ohio River and points South.

We offer the bonds at 90 and interest in currency, and, with our knowledge of the management and business of the Road, can recommend them UNQUALIFIEDLY as being

SAFE FOR ALL INVESTMENT PURPOSES.

TURNER BROTHERS
Bankers, No. 14 Nassau-st.

TOLEDO, WABASH & WESTERN
RAILROAD COMPANY'S
7 Per Cent. Mortgage Bonds.
PRINCIPAL AND INTEREST PAYABLE IN GOLD COIN.
Principal Due 1893. Interest Coupons Payable 1st February and 1st August, in City of New-York.
WE NOW OFFER THESE BONDS FOR SALE AT NINETY AND ACCRUED INTEREST IN CURRENCY.
Winslow, Lanier & Co.,
NO. 27 PINE-ST.
Perkins, Livingston & Post,
NO. 31 NEW-ST.

NEW-YORK AND OSWEGO MIDLAND
FIRST MORTGAGE BONDS.
ON A COMPLETED ROAD.
TRACK CONNECTED BETWEEN NEW-YORK AND OSWEGO, AND THROUGH TRAINS WILL BE RUNNING IN A FEW DAYS.

The character of the road, and its unquestioned control of a large business in the immediate future, backed by the co-operation of wealthy capitalists, and experienced railroad men represented in its new direction, are a guarantee of the success of the Midland enterprise.

The earnings of the disconnected sections indicate a large and remunerative business on the completed road.

Of the $8,000,000 First Mortgage Bonds, less than $500,000 remain unmarketed, and the loan may be closed out at any moment.

For the present we are offering this limited amount for sale, and recommend them as a

A FIRST-CLASS AND SAFE SECURITY.

GEORGE OPDYKE & CO.,
No. 25 NASSAU-ST.

NEW-YORK CENTRAL AND
HUDSON RIVER RAILROAD CO.'S
FIRST MORTGAGE BONDS.
Interest 7 per Cent., January and July; principal due in 1903; Coupon Bonds of $1,000 each; Registered Bonds of $5,000 and $10,000 each. Price 105 and accrued interest. For sale by
DAVIS & FREEMAN,
NO. 53 EXCHANGE-PLACE.

Houston and Texas Central Railroad
FIRST MORTGAGE
LAND GRANT SINKING FUND
7 Per Cent. Gold Bonds
ON THE NORTH-WESTERN DIVISION.
The road is entirely completed, and its earnings very large. These bonds, which we recommend as an entirely safe investment, can be obtained at 90 and accrued interest in currency, of
JOHN J. CISCO & SON, No. 59 Wall-st.

WOOD & DAVIS
Bankers,
AND
DEALERS IN RAILROAD BONDS,
Keep on hand a variety of choice Bonds to supply investors; execute orders for Government Securities, Gold, and Railroad Stocks; pay interest on deposits according to the nature of the account.
No. 31 Pine-st.
C. D. WOOD. SAM'L D. DAVIS.

PARIS AND DECATUR RAILROAD COMPANY.
PRESIDENT'S OFFICE,
PARIS, Ill., July 22, 1873.
In accordance with the terms of the trust deed made by this Company to the Union Trust Company, providing for a cumulative sinking fund, the following bonds have been drawn by lot by said Union Trust Company for redemption at par in gold, and may be presented upon the 6th day of August next, at the office of the said Union Trust Company in New-York, or at the office of Messrs. Grant Brothers & Co., Bankers, London; and notice is hereby given that upon that date, by the terms of said trust deed, these bonds will cease to draw interest: 1,352, 912, 357, 1,802, 2,137, 412, 81, 1,192, 2,218, 1,544, 582, 369, 1,324, 1,459, 2,323, 243, 2,059, 779, 2,378, 2,263, 1,328, 1,774, 483, 1,644, 573, 1,981, 1,006, 2,300, 158, 1,097, 1,768, 725, 101, 216, 2,067, 2,106, 829, 1,496, 467, 1,296, 2,337, 1,861, 2,133, 2,351, 1,383, 188, 2,262, 206, 261, 245, 2,167, 5.
ROBERT G. HERVEY, President.

CITY OF PROVIDENCE,
STATE OF RHODE ISLAND,
FIVE PER CENT. WATER BONDS.
Coupon and Registered, SECURED BY SINKING FUND. Principal and interest payable in United States gold coin. Interest January and July; principal due 1900. Price 95 and accrued interest.
BLAKE BROS. & CO., No. 52 Wall-st.

(78) CITY 78 NEW-YORK AND BROOKLYN.
NEW-YORK COUNTY 78 *due in* 1903.
BROOKLYN CITY 78 *due in three years.*
BROOKLYN CITY 78 *due in* 1918.
BROOKLYN CITY 78 *due in* 1922.
For sale by GEO. K. SISTARE, No. 24 Nassau-st.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL and TRAVELERS' CREDITS
AVAILABLE in all PARTS of the WORLD.

LOST.—THE FOLLOWING CERTIFICATES OF PHILADELPHIA AND READING RAILROAD COMPANY STOCK, Nos. 15,114, 13,571; 100 shares each, in the name of Ascan Backus. The public are cautioned against negotiating the same, as transfer has been stopped, and new certificates applied for.
NEW-YORK, July 28, 1873.

LOST AND FOUND.

LOST—A CHECK DRAWN BY THE BRICKlayers' Co-operative Building Association on the West Side Bank, and certified by said bank for $2,000, dated July 31, payable to order of H. G. Schmidt & Co. All persons are cautioned against negotiating said check as payment thereof has been stopped.

AUCTION SALES.

EDWARD M. BROWN, Auctioneer.
BY BROWN & SECCOMB—THIS DAY, MONDAY, Aug. 4, at 11:30 o'clock, within their store: 4,000 boxes fresh Menton Lemons, cargo E. Miller, and can be seen on Pier No. 14 East River.

DIVIDENDS.

FORTY-THIRD DIVIDEND.
NIAGARA
FIRE INSURANCE COMPANY,
No. 201 Broadway.

Cash Value of Assets, July 1	$1,168,066
Total Liabilities	96,890
Net Assets	$1,071,176

NEW-YORK, July 16, 1873.
The Board of Directors have this day declared a semi-annual Dividend of FIVE PER CENT., payable on demand.
HENRY A. HOWE, President.
P. NOTMAN, Vice Prest. and Sec'y.

OFFICE TOLEDO, WABASH AND WESTERN RAILROAD CO.,
NEW-YORK, July 31, 1873.
THE INTEREST ON THE NEW SEVEN per cent. Gold Bonds of this Company, due Aug. 1, will be paid at the office of WINSLOW, LANIER & CO. on presentation of the coupons.
A. BOODY, President.

COUPONS DUE AUG. 1, 1873, ON THE First Mortgage Bonds of the Marietta and Pittsburg Railroad Company will be paid on presentation at the banking-house of WINSLOW, LANIER & CO.,
No. 27 Pine-st.

DIVIDEND NOTICE.
OFFICE DELAWARE AND HUDSON CANAL COMPANY,
NEW-YORK, July 12, 1873.
The Board of Managers of this Company has declared a dividend of FIVE PER CENT. upon the amount of its capital stock, now represented by outstanding certificates.
This dividend, TOGETHER WITH THE INTEREST due shareholders upon their PAID-UP INSTALLMENTS OF THE NEW STOCK, will be paid at the NATIONAL BANK OF COMMERCE, in New-York, on and after FRIDAY, 1st of August next.
The transfer-books will close this evening and remain closed until the morning of MONDAY, Aug. 4.
By order of the Board.
JAMES C. HARTT, Treasurer.

BROADWAY INSURANCE COMPANY,
NO. 158 BROADWAY, JULY 17, 1873.
CAPITAL ... $200,000
SURPLUS ... 240,000
FORTY-FIFTH DIVIDEND.—The Board of Directors have declared a Semi-annual Dividend of Ten per cent., payable Aug. 1.
JOHN WRAY, Secretary.

TWENTY-SIXTH DIVIDEND.
OFFICE OF THE GERHARD FIRE INSURANCE COMPANY,
No. 141 BROADWAY, NEW-YORK, July 31, 1873.
THE BOARD OF DIRECTORS HAVE THIS day declared a Dividend of FIVE PER CENT., payable on MONDAY, Aug. 4, 1873.
JOHN R. SMITH, Secretary.

THE COUPONS OF THE NEW-JERSEY MIDLAND RAILWAY FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS, due Aug. 1, 1873, will be cashed on and after that date, free of Government tax, on presentation at the banking-house of GEORGE OPDYKE & CO., No. 25 Nassau-st., New-York. The transfer-books of the registered bonds will close on the 25th inst. and reopen Aug. 1.
NEW-YORK, July 24, 1873.
H. R. LOW, Treasurer.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY,
CLEVELAND, Ohio, July 24, 1873.
A SEMI-ANNUAL DIVIDEND OF THREE and a half per cent. has been declared by this company, payable on and after Aug. 15, next.
Stockholders registered at New-York will be paid at the office of the United States Trust Company of New-York, No. 49 Wall-st.
The transfer-books will be closed at the close of business on Aug. 2, and reopened on MONDAY, Aug. 18.
GEO. H. RUSSELL, Treasurer.

CLEVELAND AND PITTSBURG RAILROAD COMPANY,
OFFICE OF THE SECRETARY,
CLEVELAND, July 24, 1873.
NOTICE IS HEREBY GIVEN, THAT THE Second Mortgage Bonds of this Company, which mature Sept. 1 proximo, will be paid on and after this date upon presentation at the office of the Farmers' Loan and Trust Company, in New-York, with adjustment of interest for unexpired time.
G. A. INGERSOLL, Secretary.

CORN EXCHANGE BANK, NEW-YORK, July 23, 1873.
A HALF-YEARLY DIVIDEND OF FIVE (5) per Cent. will be paid at the banking-house, on and after the 1st of August next. The transfer-books will be closed from the 23d inst. to the 1st proximo.
By order WM. A. NASH, Cashier.

THE NATIONAL BANK OF THE REPUBLIC,
NEW-YORK, July 31, 1873.
A DIVIDEND OF FOUR PER CENT., FREE of taxes, has this day been declared, payable Aug. 11 proximo, till which date the transfer-books are closed.
H. W. FORD, Cashier.

THE COUPONS OF THE ST. LOUIS AND South-eastern Railway Company First Consolidated Mortgage Seven per Cent. Gold Bonds, due Aug. 1, 1873, will be paid on and after that date, on presentation at the banking-house of Geo. Opdyke & Co., No. 25 Nassau-st., New-York.
E. F. WINSLOW, President.
NEW-YORK, July 30, 1873.

THE BONDS AND COUPONS OF THE CITY Peoria, Ill., due Aug. 1, 1873, will be paid at our office on and after that date.
CLARK, DODGE & CO., No. 51 Wall-st.

SAVINGS BANKS.

Oriental Savings Bank,
No. 430 GRAND-ST., BETWEEN ATTORNEY AND RIDGE STS.
OPEN DAILY from 10 to 3, and MONDAY and SATURDAY EVENINGS from 5 to 8.
A DIVIDEND at the rate of SIX PER CENT. will be declared July 1 on all sums of $5 and over which shall then have remained on deposit one or more months. DEPOSITS now, or at any time before July 21, will DRAW INTEREST from July 1.

UNION DIME SAVINGS BANK,
Nos. 396 and 398 CANAL-ST., corner Laight.
Open daily from 10 to 3, and Monday Evenings 5 to 7.
Assets—Eleven Million Dollars.
Surplus—Seven Hundred and Fifty Thousand Dollars.
SIX PER CENT. INTEREST ALLOWED.
Bank books in English, French, and German.
G. S. CHAPIN, Treasurer. N. J. HAINES, President.
T. S. ARMOUR, Secretary.

IRVING SAVINGS INSTITUTION
NO. 96 WARREN-ST., NEW-YORK.
SIX PER CENT. INTEREST allowed on all sums. Interest commences from 1st of January, April, July and October.
Bank open daily from 10 A. M. to 3 P. M.
WALTER W. CONCKLIN, President.
VANDERBILT L. BUXTON, Secretary.

DEPOSIT TO-DAY.
THE FREEDMAN'S SAVINGS AND TRUST COMPANY,
Chartered by the United States.
No. 185 Bleecker-st., New-York.
ASSETS ... OVER $4,000,000.
J. W. ALVORD, President.
G. W. STICKNEY, Actuary.
A. M. SPERRY, General Inspector.
SAM L. HARRIS, Manager.
☞ Send for circular. JOHN J. ZUILLE, Cashier.

MISCELLANEOUS.

RAILWAY ADVERTISING COMPANY.
DIRECTORS.
Wm. Butler Duncan, Henry W. Poor,
Gen. H. L. Lansing, Birney Fellowes,
Wm. S. Nichols, Gen. H. L. Burnett,
Davis Johnson, Julian M. Abrams,
Geo. W. Dillaway, Ansley S. Davis,
Geo. Browne.
This company, having the exclusive right of advertising in the principal railway stations and ferry-boats of the United States, offers at low rates the greatest facilities yet known to parties desiring their business signs prominently placed before the public.
HENRY W. POOR, President.
DAVIS JOHNSON, Treasurer. ANSLEY S. DAVIS, Sec'y.
JULIAN M. ABRAMS, General Manager.
Offices—No. 63 Broadway, New-York, No. 72 Washington-st., Chicago; No. 34 Studio Buildings, Boston; No. 334 Chapel-st., New-Haven; No. 700 Chestnut-st., Philadelphia.
First-class canvassers liberaly treated with.

NINETY-SECOND-STREET AND ASTORIA FERRY.
During the present partial obstruction of the Thirty-fourth-street Ferry, the boats above will run for the special accommodation of the funeral and pleasure travel, every afternoon at intervals of ONLY TWELVE MINUTES.

ASTOR LIBRARY, NEW-YORK, Aug. 2, 1873.
THE ASTOR LIBRARY WILL REMAIN closed, for the annual cleaning and repairs, from MONDAY, Aug. 4, until MONDAY, Sept. 1, 1873.
Dr. E. R. STRAZNICKY, Superintendent.

FURNITURE.

WEEKLY AND MONTHLY
INSTALLMENTS TAKEN FOR
FURNITURE,
CARPETS,
BEDDING, &c., AT
B. M. COWPERTHWAITE & CO.'S,
Nos. 155 and 157 Chatham-st.
AN IMMENSE STOCK AND LOW PRICES.
Don't throw away your money on goods only made to sell, but
GET A GOOD ARTICLE, AND TAKE TIME TO PAY FOR IT.

ZERO REFRIGERATOR, WITH WATER-cooler—the best meat, fruit, ice, and health preserver in the world. Refrigerators repaired. Send for book. ALEX. M. LESLEY, No. 224 West 23d-st.

A. KIMBEL & J. CABUS, FURNITURE MANUfacturers and Decorators, will remove from Nos. 928 and 930 Broadway, to their spacious ware-rooms, Nos. 7 and 9 East 20th-st., opposite Lord & Taylor's.

PUBLIC NOTICES.

NOTICE TO TAX-PAYERS
OF THE
TWELFTH AND TWENTY-SECOND WARDS.
The special committee of the Board of Supervisors appointed to examine excessive taxation in the Twelfth Ward, will meet in the Chamber of the Board of Aldermen, Room No. 15, City Hall, on Saturday, Monday and Tuesday, Aug. 2, 4 and 5, from 11 A. M. till 3 P. M., P. M., each day.
All persons interested are requested to be present, as above, without further notice. The next three days, at the same place, will be devoted to the examination of the books of the Twenty-second Ward.
GEORGE ROCH,
ROBERT McCAFFERTY, Special Committee.
S. V. R. COOPER,

MARBLE MANTELS.

STEWART'S SLATE MANTELS, MARBLE AND Wood Mantels. Rich and elegant designs at the lowest prices. 220 and 222 West 23d-st., bet. 7th and 8th avs.

STATIONERY.

SLOTE & JANES, STATIONERS, PRINTERS, and blank-book manufacturers, No. 93 Fulton-st. Account-books made to any pattern.

MUSICAL.

500 PIANOS & ORGANS,
New and Second hand, of FIRST-CLASS MAKERS, will be sold at LOWER PRICES for cash or on INSTALLMENTS, or for rent in CITY or COUNTRY, by HORACE WATERS & SON, NO. 481 BROADWAY, THAN EVER BEFORE OFFERED IN NEW-YORK. AGENTS WANTED. GREAT INDUCEMENTS TO THE TRADE.

UPRIGHT PIANOS.
A LARGE AND SUPERIOR ASSORTMENT FOR SALE OR RENT, AT
OUVRIER & SONS, MANUFACTURERS,
No. 27 West 13th-st.,
Between 5th and 6th avs.

A LARGE STOCK OF PIANOS, SQUARE AND UPRIGHT, to rent or sell cheap; rent allowed on purchases. Call at M. M. MERRELL'S, No. 8 Union-square, (No. 165 4th-av.)

CHURCH ORGANS.—W. H. DAVIS & SON, NO. 40 Downing-st., offer for sale two 12-stop pipe organs, pedal bass; one 8-stop do.; one two rows of keys, 20 stops; above warranted superior tone and finish; organs revoiced and tuned.

A $125 BEAUTIFUL IRON-FRAME PIANOforte, stool, &c.; modern improvements; fully guaranteed. GOLDSMITH'S, No. 26 Bleecker-st., near Bowery.

J. P. HALE IS MAKING 10,000 PIANOS for the trade cheaper and better than small makers can buy the stock. 35th-st. and 10th-av.

THE TURF.

Systematic Turf Investments,
In connection with the English Turf,
Conducted by Messrs. WRIGHT, ROBINSON & STEELE,
The oldest established Commission Agents in Great Britian.
Chief offices, No. 79 Cheapside, London.
Branch offices: Newmarket, Epsom, Manchester, Glasgow, Edinburgh, Boulevard des Capucins, Paris, and No. 599 Broadway, New-York.

The immense profits realized weekly by this method of investing have proved beyond question or doubt that a royal road to fortune does exist in a form of the English turf, wherein, by judicious speculation, immense sums may be won.

These lucrative investments are now realizing in England tremendous amounts; an investment of $240 (£50) realized $2,592 (£540) gross at the recent Liverpool meeting. Vide appended statement of Messrs. Robarts, Crouch & Vullamy:

MANSION HOUSE CHAMBERS, LONDON, July 15, 1873.
We have this day audited the books and accounts of Messrs. Wright, Robinson & Steele, and find that each holder of a £50 share at the recent race-meeting held at Liverpool has realized the amount of £486, after deducting commission of ten per cent.
Larger and smaller stakes realizing in due proportion.
(Signed,) ROBARTS, CROUCH & VULLAMY,
Public Accountants and Auditors.

Forward address for prospectus, containing detailed particulars of results, testimonials, and opinions of the Press, to No. 599 Broadway.

Among the numerous meetings at which, this season, these investments will be undertaken, we may specially recommend:
York—Last season a £50 stake realized £580.
Oxford—Last season a £25 stake realized £312.
Doncaster—Last season a £10 stake realized £92.
Newmarket—Last season a £100 stake realized £1,288.
Prospectus post free.

IMPORTANT NOTICE.
All applications for prospectuses must be addressed to Messrs. WRIGHT, ROBINSON & STEELE'S Branch Office, No. 599 Broadway, New-York, but all remittances forwarded direct to the London offices. See full instructions in prospectus.

WATCHES, JEWELRY, &C.

NOTICE AND CAUTION.
THE HIGH COURT OF CHANCERY IN ENGLAND having granted an injunction in the suit of "Cooper vs. Cohen and another," to restrain the defendants from affixing to any watches or cases for watches the name or trade-mark of T. F. Cooper, London, or Cooper & Company, London, or from exporting or otherwise dealing with any watches and cases bearing the said name and address, notice is hereby given by me, the undersigned, T. F. Cooper, of London, that proceedings will be taken by me against any person or persons inscribing my name and address, T. F. Cooper, London, or Cooper & Company, London, on any watches not made by me, or selling, importing, or exporting such watches with my name and address inscribed thereon.
T. F. COOPER,
No. 6 Calthorpe-st., Gray's Inn Road, London,
Watch Manufacturer.
The above celebrated watches for sale by
FELLOWS, HOLMES & CLAPP,
No. 21 Maiden-lane, New-York.

BANKRUPT NOTICES.

UNITED STATES DISTRICT COURT, Southern District of New-York.—In the matter of JOHN S. H. CLARK, Bankrupt.—In Bankruptcy.—Sir: This is to give you notice that the second general meeting of the creditors of the above-named bankrupt will be held at a Court of Bankruptcy, at No. 4 Warren-street, in the City of New-York, at the office of and before Isaiah T. Williams, Esq., the register in charge of the above-entitled matter, on the 13th day of August, A. D. 1873, at 3 o'clock P. M., pursuant to an order of said register, for the purposes mentioned in the 27th section of Bankrupt act of March 2, 1867.—Dated this 31st day of July, A. D. 1873.
SAMUEL P. WESTERVELT, Assignee,
No. 145 East 129th-st., New-York City.

NO. 4,088.—IN THE DISTRICT COURT OF the United States for the Southern District of New-York.—In the matter of WILLIAM H. WATERBURY, bankrupt.—In Bankruptcy.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of William H. Waterbury, of New-York City, in the County of New-York and State of New-York, within said district, who has been adjudged a bankrupt upon his own petition by the District Court of said district.—Dated at New-York, the 2d day of August, A. D. 1873.
EVERETT CLAPP, Assignee,
au4-1aw3wM* No. 251 Broadway.

IN BANKRUPTCY.—DISTRICT OF NEW-JERSEY, ss.—At Newark, on the 25th day of July, A. D. 1873.—The undersigned hereby gives notice of his appointment as assignee of JOHN J. FITZ GERALD, JULIUS C. FITZ GERALD, and GERALD FITZ GERALD, of Newark, in the County of Essex and State of New-Jersey, within said district, who have been adjudged bankrupts upon creditors' petition by the District Court of said district.
E. N. MILLER, Assignee, &c.,
jy28-1aw3wM* No. 782 Broad-st., Newark, N. J.

IN BANKRUPTCY.—DISTRICT OF NEW-JERSEY, ss.—At Newark, on the 25th day of July, A. D. 1873.—The undersigned hereby gives notice of his appointment as assignee of HENRY RHIME, of Hoboken, in the County of Hudson; and State of New-Jersey, within said district, who has been adjudged a bankrupt upon his own petition by the District Court of said district.
E. N. MILLER, Assignee, &c.,
jy28-1aw3wM* No. 782 Broad-st., Newark, N. J.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against RICHARD FRENCH, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at French's Hotel, corner of Chatham and Frankfort streets, in the City of New-York, on or before the 8th day of August next.—Dated New-York, the first day of February, 1873.
MATILDA FRENCH, Executrix.
T. J. FRENCH,
R. P. FRENCH,
C. T. FRENCH, Executors.
H. B. FRENCH,
f3-1aw6mM* LOUIS FRENCH,

IN PURSUANCE OF AN ORDER OF ROBERT C. HUTCHINGS, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against MARY De FOREST, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 158 South-street, in the City of New-York, on or before the 5th day of February next.—Dated New-York, the 20th day of June, 1873. PHILANDER HANFORD, Executor.
Weeks, Forster & De Forest, attorneys for executor, No. 58 Wall-street. au4-1aw6mM*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against MARIA T. SCHIEFFELIN, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his residence, No. 15 East Twenty-sixth-street, in the City of New-York, on or before the 30th day of January next.—Dated New-York, the 25th day of July, 1873.
jy28-1aw6mM* SAMUEL B. SCHIEFFELIN, Administrator.

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against ERNST SIMON, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 71 New-street, in the City of New-York, on or before the 15th day of October next.—Dated New-York, the 4th day of April, 1873. ABRAHAM SIMON, Executor.
ap7-1aw6mM*

COPARTNERSHIP NOTICES.

DISSOLUTION.
The copartnership heretofore existing under the name of CURTIS, GOSHORN & FONTAYNE was this day dissolved by mutual consent, Mr. M. L. Curtis retiring. The business of the old firm will be settled by A. O. Goshorn and A. Fontayne.
M. L. CURTIS,
A. O. GOSHORN,
CHICAGO, July 29, 1873. A. FONTAYNE.

Having purchased the interest of the retiring partner, Mr. M. L. Curtis, we have this day formed a copartnership under the name of GOSHORN, FONTAYNE & CO., and will continue the manufacture of gas-fixtures at the old stand, Nos. 314 and 316 State-st.
A. O. GOSHORN,
CHICAGO, July 29, 1873. A. FONTAYNE.

DISSOLUTION OF COPARTNERSHIP.
The firm of J. BAUER & CO., dealers in Pianos, Organs and Musical Merchandise, is this day dissolved by mutual consent. The business of said firm will be carried on, as heretofore, by JOHN R. BAUER and HERMANN BAUER, under the firm name of J. R. BAUER & CO., who will collect the assets and pay the liabilities of said late firm.
JULIUS BAUER,
NEW-YORK, Aug. 1, 1873. JOHN R. BAUER,
HERMANN BAUER.

HELP WANTED.

GOOD OPERATORS ON WILLCOX & GIBBS' sewing-machine; best salary paid. Apply to the superintendent, R. H. MACY & CO., 14th-st. and 6th-av.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the "Times" Up-Town Office,
No. 54½ West 32d-st., junction Broadway and 6th-av.,
And the "Times" West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

AGENCY FOR GOOD SERVANTS,
TWENTY-FIVE YEARS ESTABLISHED,
at No. 138 West 11th-st., corner 6th-av.
J. W. CARPENTER, Proprietor.
Male and female help for all work constantly on hand; German, English, Swedish, Scotch, Welsh, Irish, &c.

ATTENTION, LADIES.—IF YOU WISH FIRST-class help, all nationalities, any capacity, City or country, apply at WALKER'S immediately, No. 138 6th-av., over drug-store. Reference investigated.

AT PELTON & CO.'S, NO. 645 6TH-AV., COMpetent and reliable servants, Protestant and Catholic; City and country; suitable for private families, boarding and Summer houses.

CHAMBER-MAID AND WAITRESS, OR Nurse.—By a reliable, neat and tidy young American Protestant girl, in a private family; understands her work thoroughly; has excellent City references as to character and ability; is willing and obliging, and would make herself generally useful; no objection to the country. Can be seen at 138 6th-av., over drug-store.

CHAMBER-MAID, WAITRESS, ASSIST WITH Washing, Ironing, &c.—By a tidy, young girl, who is thoroughly competent in all branches; has no objection to be useful in a family in any capacity, at moderate wages; will give good reference as to honesty, respectability, &c. Call at No. 138 West 11th-st., corner 6th-av.

CHAMBER-MAID AND WAITRESS OR Nurse.—By a young American girl; very active and intelligent; wages moderate; a good home preferred; can give the best of references. Call at No. 621 6th-av., between 36th and 37th sts., first floor, at Jacquin's Bureau.

CHAMBER-MAID AND WAITRESS.—BY A young colored woman; well recommended from last employer; is neat, active, and not afraid of work; willing to assist in the kitchen. Apply at Odell's Agency, No. 109 West 34th-st., near Broadway.

COMPANION.—A POSITION IS DESIRED BY A German lady of many years' experience in England to officiate as companion; no objection to travel and chaperon, or to conduct a household; very good references. Address G., No. 228 East 34th-st., between 2d and 3d avs.

COOK, WASHER, AND IRONER, CHAMber-maid, &c.—By two girls, who understand their work in every respect; cook can do all kinds of family cooking, makes nice bread, biscuits, plain pastries, &c.; chamber-maid is a first-class washer and ironer, and excellent waitress; both will do the work of a moderate-sized family between them; in City or country; will give best recommendations from last employers. Call at No. 138 West 11th-st., corner 6th-av.

COOK, OR COOK, WASHER, AND IRONER.—By a young Welsh Protestant; has two years' City reference; is an excellent cook and baker; understands meats, soups, pastry, jellies, &c.; is neat and competent to fill either situation; willing and obliging; City or country. Call at No. 335 4th-av.

COOK.—BY A RESPECTABLE YOUNG WOMAN AS professed cook; understands all kinds of French and English cooking, boning, larding, &c.; is a good pastry cook and a good baker; best City references; City or country. Apply at No. 645 6th-av., between 37th and 38th sts., A Pelton & Co.

COOK, WASHER, AND IRONER, OR HOUSEwork.—By a respectable and competent young American Protestant woman, in a private family; has good references; is a good cook and thorough laundress; is willing and obliging; no objection to the country. Can be seen at No. 138 6th-av., over drug-store.

COOK.—BY A SUPERIOR COOK FOR A GENTLEman's family; makes excellent bread, biscuits, soups, desserts, &c.; is economical, neat, and strictly temperate. Can be seen until suited at Odell's Agency, No. 109 West 34th-st., corner Broadway.

COOK.—BY A PROTESTANT WOMAN; TWO AND A half years' reference from a first-class City family; left at her own request; is a competent cook; would assist with washing if required; is in all respects a worthy woman; prefers country. Call at 335 4th-av.

COOK, WASHER AND IRONER.—BY A tidy, clean girl; is good washer and ironer and plain family cook, or general house-worker; City or country; can give the best of references. Call or address at No. 621 6th-av., between 36th and 37th sts., French Bureau.

COOK.—BY A THOROUGHLY EFFICIENT COOK, either in City or country; has unexceptionable City references. Apply at Bedell's, Nos. 340 and 342 4th-av., corner 25th-st.

COOK, WASHER, AND IRONER.—BY A REspectable German girl to cook, wash, and iron, or to do general house-work. Call at No. 127 Norfolk-st., first floor, Room No. 1.

COOK.—BY A FIRST-CLASS PROTESTANT COOK, in City or country or in a small select club; has the best of City references. Can be seen at No. 405 5th-av.

EMPLOYERS.—AS COMPETENT SEAMSTRESS; understands all kinds of family clothing; will assist with dress-making; operates on Wheeler & Wilson machine. Call at No. 125 East 34th-st., near Park-av., for the present.

HOUSE-WORK.—BY A BRIGHT, ACTIVE GIRL, who can do plain cooking, nice washing, ironing, &c.; prefers a good steady home in City or country in preference to large wages; will be well recommended from last City employer. Call at No. 138 West 11th-st., corner 6th-av.

HOUSE-WORK.—BY A COMPETENT AND REliable young Protestant German woman, in a private family; has good references; is a good cook and a thorough laundress; understands her work thoroughly; no objection to the country; understands milk and butter. Can be seen at No. 138 6th-av., over drug-store.

LADY'S MAID.—BY A FIRST-CLASS ENGLISH maid, with excellent City references; makes dresses and bonnets beautifully; sews on Wheeler & Wilson's machine. Can be seen at No. 405 5th-av.

LADY'S MAID.—BY A FRENCH MAID; IS first class; understands her duties thoroughly in all respects; references best. Can be seen at No. 405 5th-av.

DOMESTIC HELP
Of all nationalities, including
FRENCH AND GERMAN,
constantly on hand at
ODELL'S,
No. 109 West 34th-st., near Broadway.
ALL LANGUAGES SPOKEN.
ESTABLISHED 1852.

LAUNDRESS, OR CHAMBER-MAID AND Laundress.—By a neat, competent, obliging young woman; good laundress, flutes, &c.; all kinds of fine work well done; lived in good family. Call at No. 335 4th-av.

LAUNDRESS.—BY AN EXPERIENCED COLORED laundress washing and ironing to do at her rooms; linens, &c., done in superior style. Mrs. Simms, No. 153 West 31st-st.

NURSE AND SEAMSTRESS OR CHAMBERmaid and Nurse.—By a neat, respectable French girl, (speaks good English) who has lived in the highest families both in France and England; is a good seamstress, and is fond and careful of children; would go as lady's maid; best recommendations. Can be seen at No. 138 West 11th-st., corner 6th-av.

NURSE.—BY AN ENGLISH PROTESTANT WOMAN, capable of taking full charge of an infant or growing children; is neat, willing, and pleasing address; first-class City reference. Can be seen at Odell's Agency, No. 109 West 34th-st., near Broadway.

NURSE, &c.—BY A YOUNG PROTESTANT AMERIcan girl, to assist in the care of children and do light house-work. Inquire at No. 747 10th-av., Room 7.

NURSE, &c.—BY A WELL-RECOMMENDED GERman girl, to take care of children, or as chamber-maid. Call at No. 127 Norfolk-st., first floor, Room No. 1.

SEAMSTRESS OR TAKE CARE OF CHILDREN.—By a neat, tidy, Scotch girl, who has best recommendations and is willing to make herself useful in a family; can work sewing-machine; is kind and careful of children. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

WAITRESS.—BY A RESPECTABLE YOUNG WOMan as waitress in a private family; is thoroughly competent and well recommended. Apply at Bedell's, Nos. 340 and 342 4th-av.

MALES.

THE FREE EMPLOYMENT OFFICE OF the Bowery Branch Young Men's Christian Association, No. 134 Bowery, furnishes employers promptly with all kinds of male labor free of charge. Men forwarded to the country on receipt of fare. Call or address (with stamp inclosed) W. B. CHURCHILL.
Rev. JOHN DOOLY,
General Secretary of the Bowery Branch.

COACHMAN, &c.—COOK, HOUSE-WORK, &c.—By a Swedish man and wife, aged twenty-six years; speaks good English; man can take care of horses and cattle, milk, drive, do gardening, &c.; wife is a good plain cook and chamber-maid, and can do all branches of house-work; care milk, butter, &c., or would keep house, if services not required; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A FIRST-CLASS MAN, (GERman;) understands the care and management of horses and carriages; is a careful driver; sober, honest, and industrious; best City references from last and former employers. Call or address M. H., Coachman, No. 208 West 32d-st.

COACHMAN, &c.—BY A YOUNG MAN, AGED twenty-five years, who thoroughly understands taking care of horses and driving; also milking, gardening, mowing lawns, taking care of cattle, &c.; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COURIER.—BY A FRENCH COURIER; SPEAKS English and Spanish; has good testimonials; understands traveling; will go to any part or place. Can be seen at No. 405 5th-av.

FARMER.—BY A PROTESTANT MAN, WHO UNderstands all branches; can milk, plow, mow, sow seed, work machines, take care of cattle and sheep, do plain gardening, &c.; also, is a good coachman; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

GARDENER AND COACHMAN.—BY A REspectable man, aged twenty-seven years, who thoroughly understands driving, taking care of horses and cows, milking, gardening, &c. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

GARDENER.—BY AN ENGLISHMAN, AS GARdener; understands the business in all its branches; first-class references. Call on or address C. H., care of florist, No. 907 Broadway.

USEFUL MAN.—BY A YOUNG GERMAN; PROTestant; married, without any incumbrance; good recommendations; capable of taking entire charge of a gentleman's place; thoroughly understands gardening and the care of horses. Address Gardener, Box No. 212 *Times* Office.

USEFUL MAN.—BY A RESPECTABLE MAN, aged twenty-two years, who can take care of horses and cattle, drive, do plain gardening, mow lawn, milk, &c.; good recommendations from last employer. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

USEFUL MAN.—BY A RESPECTABLE GERMAN, aged twenty-six years; he can take care of horses, cattle, poultry, drive, milk, do gardening, &c.; two years' reference from last employer. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

WAITER.—BY AN EXPERIENCED FRENCH waiter; speaks English thoroughly; has unexceptionable City references, which will bear the strictest investigation, as to his abilities and general character. Address H. C., *Times* Up-town Office, No. 54½ West 32d-st.

SHIPPING.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL POWERED STEAM-SHIPS,
sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

BALTIC.....SATURDAY, Aug. 2, at 2 P. M.
CELTIC.....SATURDAY, Aug. 16, at 11:30 A. M.
OCEANIC.....SATURDAY, Aug. 23, at 3 P. M.
REPUBLIC.....SATURDAY, Aug. 30, at 10 A. M.
From White Star Dock, Pavonia Ferry, Jersey City.

Passage (cabin accommodations (the all classes) unrivaled, combining safety, speed, and comfort.

Saloon, State-rooms, Smoking-room and Bath-rooms in midship section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $100, gold; steerage, $30, currency.

Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from $1 upward.

For inspection of plans and other information apply to the Company's offices, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 49 latitude, or parallel to the north of 43.

On the homeward passage, crossing the meridian of 50 at 43 latitude, or nothing to the north of 43.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

From New-York.
Java, Wednesday, Aug. 6 | Bavaria, Saturday, Aug. 16
Cuba, Wednesday, Aug. 13 | Abyssinia, Saturday, Aug. 23
Scotia, Wednesday, Aug. 20 | Batavia, Saturday, Aug. 30
Algeria, Wednesday, Aug. 27 | Calabria, Saturday, Sept. 6
Persia, Wednesday, Sept. 3

Steamers marked thus * do not carry steerage passengers. And every following WEDNESDAY and SATURDAY from New-York. Cabin passage, $80, $100, and $150, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms. Steerage, $30, currency. Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

ANCHOR LINE.

Steamers sail from Pier No. 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY.

Columbia.....Wed., Aug. 6 | Californ'a.....Sat., Aug. 23
Castalia.....Sat., Aug. 9 | Caledonia.....Wed., Aug. 27
Anchoria.....Wed., Aug. 13 | India.....Sat., Aug. 30
Anglia.....Sat., Aug. 16 | Italia.....Wed., Sept. 3
Britannia.....Wed., Aug. 20 | Australia.....Sat., Sept. 6

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin amidship-saloon, near all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

	Sat. Steamers. Gold.	Wed. Steamers. Currency.
Cabins	$75 and $80	currency.
Second Cabin	$55	currency.
Steerage	$30	currency.
Prepaid steerage certificates from Cardiff	$33	

Drafts for £1 and upward.

For further particulars apply in Cardiff at the Company's Offices, No. 1 Dock Chambers, and in New-York to ARCHIBALD BAXTER & CO., Agents, No. 17 Broadway.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN, AND CHINA,

VIA PANAMA,
CARRYING MAILS, PASSENGERS, AND FREIGHT TO

ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Aug. 5.—Steamer RISING STAR, Capt. J. B. HILDRETH, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer NEVADA, Capt. ——, leaving Panama for San Francisco, and calling at San Diego, Acapulco, Manzanilla and Mazatlán; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New-York connect with the Company's steamer touching at San Benito, Tenala, Salina Cruz, and Port Angel. The splendid steam-ship COSTA RICA will leave San Francisco on or about Aug. 24, for Honolulu, Sand wich Islands.

One of the company's splendid steamers will leave San Francisco Aug. 16, 1873, for Japan and China. For rates of passage, freight, and all further information, apply at Company's office on the pier, foot of Canal-st.

H. J. BULLAY, Sup't. GEO. H. BRADBURY, Pres't.

FOR SAVANNAH, GA.

THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAM-SHIPS
RAPIDAN, Capt. CARPENTER, TUESDAY, Aug. 5, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents, No. 62 South-st.

HERMAN LIVINGSTON, Capt. MALLORY, THURSDAY, Aug. 7, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

HUNTSVILLE, Capt. CROWELL, SATURDAY, Aug. 9, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent, No. 93 West-st.

SAN JACINTO, Capt. HAZARD, SATURDAY, Aug. 9, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with Central Railroad of Georgia to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A., G. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,

FOR CHARLESTON, S. C.,
THE FLORIDA PORTS,
AND THE
SOUTH AND SOUTH-WEST.

Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29 North River.

SOUTH CAROLINA, Capt. BECKETT, Wednesday, Aug. 6.
JAMES ADGER, Capt. T. J. LOCKWOOD, Saturday, Aug. 9.

JOHN G. DALE, Agent.

Or to
O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.
M. S. CREAGH, No. 102 State-st., Boston.
F. C. BROWN, No. 32 South Clark-st., corner Lake-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL, (Eng.,) DIRECT.

Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.

THIS LINE OF STEAMERS WILL SAIL FROM PIER NO. 18 EAST RIVER, as follows:

GREAT WESTERN, STAMPER.....Wednesday, Aug. 6
LADY LYCETT, EVANS.....Saturday, Aug. 16
ARRAGON, WATTS.....Wednesday, Aug. 27
DORNWALL, GIBSON, to follow.

Cabin passage, $70 currency. Intermediate, $45 currency. Steerage, $30 currency.

Steerage tickets to send for their friends can obtain prepaid certificates. Drafts for £1 and upward.

For freight or passage, apply to
E. K. MORGAN'S SONS,
No. 70 South-st., New-York.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

VILLE DU HAVRE.....SURMONT...Saturday, Aug. 9
PEREIRE.....DAURE.....Saturday, Aug. 23
ST. LAURENT.....ROUSSAU...Saturday, Sept. 6
EUROPE.....LOMARDE...Saturday, Sept. 20

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.

First cabin.....$125 | Second cabin.....$75

Excursion tickets at a reduction.

These steamers do not carry steerage passengers.

American travelers going to, or returning from, the Continent of Europe, by taking this line, avoid both Liverpool dock charges and the expense of crossing the Channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent, No. 58 Broadway.

NOTE.—Railroad tickets between Paris and Vienna at reduced rates.

NATIONAL LINE OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Piers Nos. 44 and 47 North River.
TO QUEENSTOWN AND LIVERPOOL.

ITALY, Capt. .....Saturday, Aug. 9, at 3 P. M.
GREECE, THOMAS.....Saturday, Aug. 16, at 11 A. M.
ROME, CRAIG.....Saturday, Aug. 23, at 3 P. M.
CANADA, WARREN.....Saturday, Aug. 30, at 9:30 A. M.

FOR LONDON DIRECT.

DENMARK, SUMNER.....Thursday, Aug. 14, at 10 A. M.

Cabin passage, $70, $80, and $90, gold, according to accommodation. Round trip tickets at low rates.

STEERAGE to Liverpool, Queenstown, Glasgow, Londonderry, London, Dublin, or Cardiff, $30. Prepaid certificates, $32, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.

Drafts issued on favorable terms from Pier No. 29 North River.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 33 Broadway.

JOHN G. DALE, Agent.

Or to
O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.
M. S. CREAGH, No. 102 State-st., Boston.
F. C. BROWN, No. 32 South Clark-st., corner Lake-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

STEAM-BOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays included,) at 5 P. M.

From Pier No. 28 North River, foot Murray-st.,

The world-renowned steamers

BRISTOL and PROVIDENCE.

Capt. A. G. SIMMONS. Capt. B. M. SIMMONS.

The most direct route to Taunton, Middleboro, Plymouth, New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points of New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st; Dodd's Express offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.

HALL'S BANDS ENGAGED FOR THE SEASON.

A. P. BACON, Superintendent.
H. H. MANGAM, General Freight Agent.

STONINGTON LINE

TO BOSTON AND PROVIDENCE.—DAY LINE.

The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daily, (Sundays excepted,) from Pier foot 23d-st., East River, at 2:30 P. M.

Steamer SYLVAN GLEN, from Peck-slip at 2:10 P. M., connects with the RHODE ISLAND, Dry Dock cars from Astor House, Stonington Depot, corner Chambers-st., and Twenty-third-street cars run direct to above pier.

NIGHT LINE.—Daily, except Sundays, from Pier No. 33 North River, at 5 P. M., steamers STONINGTON and NARRAGANSETT.

Tickets sold at all the principal railroad offices, and state-rooms secured at No. 319 Broadway, corner Thomas-st., and Westcott Express Company's office, No. 785 Broadway, corner 10th-st.; No. 1,302 Broadway, No. 596 6th-av., corner 35th-st.; No. 7 Park-place, and No. 327 Washington-st., Brooklyn.

D. S. BABCOCK, President.

STEAMER RHODE ISLAND,

From foot 23d-st., East River.
EXCURSION
Tickets to Stonington and return same trip for $3.

CITIZENS' LINE FOR TROY.

Passage $1 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st., daily, Saturdays excepted, at 6 o clock P. M., connecting with morning trains on Rensselaer and Saratoga, New-York Central, and Troy and Boston Railroads for all points north, east, and west. The most direct route to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.

JOSEPH CORNELL, Superintendent.

REGULAR CONEY ISLAND BOAT.—DAILY Excursions to the Sea-shore. The steamer GENERAL SEDGWICK will leave Christopher-st., N. R., at 9:15 A. M., 12:15, 3:15 P. M.; Franklin-st. at 9:20, 12:20, 3:20; Pier No. 6 N. R. at 9:30, 12:30, 3:30.

EAST RIVER ROUTE TO CONEY ISLAND.—Steamer METAMORA leaves daily, 8th-st., East River, at 9:30 A. M., 12:30 and 3:30 P. M.; Pier 37 E. R., 9:50 A. M., 12:50 and 3:50 P. M.; Fulton Ferry, Martin's Pier, Brooklyn, 10 A. M., 1 and 4 P. M.

RONDOUT AND KINGSTON—LANDING AT Cossens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie and Esopus. The steam-boats THOMAS MORRELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 43 North River, daily, at 4 o'clock P. M.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily, foot of Market-st., East River, at 3:15, and 33d-st. at 3:30 P. M., connecting with the Danbury Railroad; cool, invigorating sail; no dust, and about half railroad fare.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon and 11 P. M.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt-sts., as follows:

Express for Harrisburg, Pittsburg, the West, and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7:30 P. M.

For Baltimore, Washington, and the South, via "Pennsylvania Air Line," at 8:50 A. M. 3:20 and 9 P. M. Sunday, 9 P. M., and via P. W. and B. R. R., at 9 A. M., 12:30 and 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 8:50, 9:30 A. M., 12:30, 3:20, 5, 7, 8:30, 9 P. M., and 12 night. Sunday, 7, 8:30, and 9 P. M.

For Philadelphia, via Kensington, at 7 A. M., 6:10 P. M. Sunday, 6:10 P. M. Emigrant and 2d class, 7:05 P. M.

For Newark at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:10, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, 8, 8:30, and 9 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 6:10, 7, 8, 8:30, and 9 P. M.

For Rahway, 6, 6:30, 7, 8:10, 9, 9:30, 10 A. M., 12 M., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8, 8:30, 9, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 6:10, 7, 8, 8:30, and 9 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:30, 4:30, and 6 P. M.

For New-Brunswick, 7 and 8:10 A. M., 12 M., 2, 3, 4:10, 5:20, 6:10, 8:30, 9 P. M., and 12 night. Sunday, 6:10, 8:30, and 9 P. M.

For Phillipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 4, 5, and 7 P. M.

For Freehold, 7 A. M. and 4 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M., and via boat from Pier No. 1, 3:50 P. M.

Trains arrive as follows: From Pittsburg, 6:50, 10:25 A. M., 6:35 P. M., daily; 5:22, 10:15 A. M., and 3:55 P. M. daily, except Monday, from Washington and Baltimore, via "Pennsylvania Air Line," 6:40 A. M., 4:05 and 9:15 P. M. Sundays, 6:40 A. M.; and via P. W. and B. Railroad 6:40 A. M., 4:35 and 10:13 P. M. Sunday, 6:40 A. M.

From Philadelphia, 5:22, 6:40, 6:50, 10:15, 11:20, 11:55 A. M.; 2:15, 3:55, 4:35, 6:05, 7:25, 9:15, 10:13 P. M. Sunday, 5:22, 6:40, 6:50, 10:25, 11:20 A. M.; 3:55, 10:13 P. M.

Ticket-offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant ticket-office, No. 8 Battery-place.

A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY

ALL-RAIL LINE TO PHILADELPHIA.

Passenger and freight station in New-York, foot of Liberty-st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also, with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also, to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing June 30, 1873.—Leave New-York as follows:

4:30 A. M.—News train for Easton, Bethlehem, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Elmira, &c.

6:00 A. M.—Way train for Somerville.

7:00 A. M.—Way train for Flemington, Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.

9:00 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Towanda, Waverly, &c., with through cars to Danville, Williamsport, &c.

10:15 A. M. and 12:00 M.—Way trains for Somerville.

12:50 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Mauch Chunk, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:30 P. M.—Way train for Easton, Allentown, and Belvidere.

3:30 P. M.—Way train for Plainfield.

4:00 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.

4:30 P. M.—Way train for Somerville and Flemington.

5:00 P. M.—Way train for Somerville.

5:15 P. M.—Way train for Plainfield.

5:30 P. M.—Evening Express, daily for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.

6:00 and 7:00 P. M.—Way train for Somerville.

7:30 P. M.—(Emigrant)—For Easton.

9:15 and 11:30 P. M.—Way trains for Plainfield.

For Elizabeth at 4:30, 5:30, 6, 6:20, 6:45, 7, 7:30, 8, 8:45, 9, 9:30, 10:15, 11:15 A. M.; 12 M.; 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:45, 9:20, 9:15, 10:30, 11:30, 12 P. M.

J. H. RICKER, Superintendent and Engineer.

H. P. BALDWIN, General Passenger Agent.

SOUTH-SIDE RAILROAD OF LONG ISLAND.

Trains depart and arrive at Roosevelt and Grand-street Ferries, New-York:

Depart.		Arrive.
8:10 A. M.	Mail for Patchogue, connecting Rockaway and Hempstead	6:05 P. M.
9:40 A. M.	Rockaway Express	6:52 P. M.
10:40 A. M.	Islip Accommodation, connect Hempstead and Rockaway Beach	4:30 P. M.
1:40 P. M.	Babylon Acc'n, connect Hempstead and Rockaway Beach	10:38 P. M.
3:40 P. M.	Babylon Express, connect Hempstead and Rockaway Beach	9:45 A. M.
4:10 P. M.	Fire Island and Patchogue Ex.	10:05 A. M.
4:40 P. M.	Patchogue Acc'n, connecting Rockaway and Hempstead	9:00 A. M.
5:10 P. M.	Hempstead and Rockaway Ex.	8:40 A. M.
5:40 P. M.	Islip Acc'n, connecting Hempstead and Rockaway	8:05 A. M.
6:40 P. M.	Babylon Acc'n, connecting Hempstead and Rockaway	6:46 A. M.
9:30 A. M.	Sundays only, from Bushwick-av. for Patchogue, Hempstead, and Rockaway Beach, arriving at Bushwick at	7:00 P. M.

Baggage checked at Roosevelt and Grand-street Ferries, New-York; or South 8th-st., Brooklyn.

L. S. CANFIELD, Superintendent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-st.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield, at 8:05 and 10 A. M. 3 and 8:05 P. M., via Shore Line at 1 and 9:07 P. M.

Trains for New-Haven leave at 7:05, 8:05, (Ex.,) 9:05, 10, (Ex.,) 12 M., 1, 2, 3:05, (Ex.,) 3:55, 4:35, and 5:10, (Local Ex.,) 8:05, (Ex.,) 9:07, (Ex.,) P. M.

To South Norwalk at 3:15 (Ex.) and 6:35 P. M.

To Stamford at 10:10 A. M., 2:20, 3:15, 4:45, 5:40, 6, and 7:20 P. M.

The 8:05 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mount Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:05 P. M. via Springfield, and 9:07 P. M. via Providence.

Drawing-room Cars on Day Express and Sleeping-cars on Night Express Trains.

Tickets can be purchased at ticket office of Company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn, who will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depots.

JOHN T. MOODY, Sup't of N. Y. and N. H. Div.

REWARDS.

$75 REWARD FOR THE DETECTION AND conviction of the thief who stole cat-rigged SAIL-BOAT from College Point, Long Island, on Friday night, July 25. The boat was found at Williamsburg, and since returned. E. M. SCHIEFFELIN, 52 Wall-st.

INSTRUCTION.

MRS. GEO. VANDENHOFF.

BOYS' SCHOOL.

Mrs. George Vandenhoff will open her boarding and day school for BOYS, at NO. 106 WEST 42D-ST., close to RESERVOIR PARK, Sept. 15. Number of boarding pupils limited to EIGHT. All the pupils will have the advantage of Mrs. Vandenhoff's personal instruction in ELOCUTION and in the correct and elegant speaking and writing of the English language, as well as in geography, history, and the English department generally. Latin, French, German, mathematics, &c., will be taught by competent masters.

School hours from 9:30 A. M. to 2:30 P. M.

Applications may be made personally or by letter to

MRS. GEO. VANDENHOFF,
No. 106 West 42d-st.

AN ENGLISH AND FRENCH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,

COTTAGE HILL, TARRYTOWN, N. Y.

Established A. D. 1860. Reopens Sept. 24. An advanced and finishing course in all departments, providing the best opportunities of European and home schools. Address

Rev. GEO. T. RIDER, A. M., Principal.

A SWISS LADY, NATIVE OF LAUSANNE, WHO, with the assistance of her sister and efficient masters, receives BOYS under thirteen years of age, to educate and prepare for public schools, wishes to make her establishment known to AMERICAN families desiring for their sons the advantages to be obtained by a RESIDENCE ABROAD with the training and comforts of a GOOD ENGLISH HOME. Inclusive terms: Sixty-five guineas for the scholastic year. For other particulars, address Mlle. LOUISE MICHAUD, Lausanne House, Worthing, Sussex, England; or, to J. B. DE TRACY, Esq., R. A., Scholastic Agent, No. 3 Charles-st., Soho-square, London, England.

KIRBY & ENDRAN, Publishers, Advertising Agents, &c., for all parts of the world, No. 190 Oxford-st., London, England.

SEABURY SEMINARY, NO. 195 WEST 42D-St., near Reservoir Park.—Commences Sept. 20; seventh successful year; a thorough classical English and French boarding and day school for young ladies and children; French spoken; also separate school for boys, under immediate charge of principal and first-class masters; three departments, senior, junior, and kindergarten; modern and ancient languages, drawing, painting, music, by professors; *no charge without adequate improvement*; highest references. Apply to Senior Principal, Mrs. FROST, No. 125 West 42d-st.

ARMENIA SEMINARY, ARMENIA, N. Y.—A FAMily boarding-school. On the Harlem Railroad, eighty-five miles from New-York. Full courses of seminary instruction, with preparation for college or business. Personal care in study, habits, and health.

Terms, $360 per year.
Fortieth year begins Sept. 15.

S. T. FROST, A. M.

KIMBALL UNION ACADEMY,

MERIDEN, N. H.

Expenses lower than at any other strictly first-class Academy in New-England.

Rev. L. A. AUSTIN, A. M., Principal.

MISS RAINES and MLLE. DE JANON

Respectfully announce that they will continue under the same teacher, the kindergarten so successfully established last year, with the addition of an intermediate class, and a class for training kindergarteners. Applications can be made personally or by letter, No. 10 Gramercy Park.

LESPINASSE

FORT WASHINGTON FRENCH INSTITUTE FOR YOUNG LADIES.

French, language of the school. Opens Sept. 22. Circulars at BRENTANO'S Book-store, No. 33 Union-square, and LESPINASSE & FRIEDMANN, No. 12 Pine-st.

MRS. JOHN V. B. BLEECKER

WILL REOPEN HER
HOME, BOARDING AND DAY SCHOOL
For Young Ladies and Children,
Sept. 18th, at her residence,
No. 20 East 47th-st., between 5th and Madison avs.

WELLS FEMALE COLLEGE,

BANK OF CAYUGA LAKE, AURORA, N. Y.

Academic Department. For catalogue and lecture course address M. M. CARTER, Vice-President.

MISS BALLOW'S

ENGLISH AND FRENCH SCHOOL FOR YOUNG LADIES AND CHILDREN, No. 24 EAST 22D-ST., will reopen on WEDNESDAY, Sept 24.

JACKSON MILITARY INSTITUTE,

Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

TARRYTOWN, ON HUDSON.

IRVING INSTITUTE—School for Boys. Address ARMAGNAC & ROWE, Principals.

PENNSYLVANIA MILITARY ACADEMY,

CHESTER, PENN.—(FOR BOARDERS ONLY.)

Session opens WEDNESDAY, Sept. 10. Location elevated and healthful; grounds ample; buildings handsome and commodious; course of studies extensive; thorough instruction in Civil Engineering, the Classics, and English; careful oversight of the morals and manners of Cadets. For circulars apply to

Col. THEO. HYATT, President.

MADAME O. da SILVA AND MRS. ALEX. BRADFORD'S

(formerly Mrs. OGDEN HOFFMAN'S) English, French and German Boarding and Day School for young ladies and children, No. 17 West 38th-st., New-York, reopens Sept. 24. Application may be made by letter or personally as above.

MISS HINSDALE

(SUCCESSOR TO MRS. MACAULAY)
WILL REOPEN HER
ENGLISH AND FRENCH
BOARDING AND DAY SCHOOL
FOR YOUNG LADIES AND CHILDREN,
NOS. 275 AND 277 MADISON-AV.,
ON TUESDAY, SEPT. 23, 1873.
Application may be made as above.

WALNUT HILL SCHOOL,

GENEVA, N. Y.

A first-class boarding school for boys. Pupils can be admitted at any time, and, if it is desired, may remain throughout the school year. Terms, $500 per annum. Circulars will be sent to those desiring information.

THOS. D. RHED.

MISS COMSTOCK,

Reservoir Park, near 5th-av., New-York.

Primary, Progressive, and Finishing Ladies' School. Fall term commences Sept. 24; boarding pupils, sixteen; single rooms and school carriage, if desired. Circulars sent on request. Personal information at the institution, Nos. 32 and 34 West 40th-st., Murray Hill.

MORRIS FEMALE INSTITUTE,

MORRISTOWN, N. J.,

offers to twenty-five boarding pupils superior educational advantages, and the choicest home accommodations.

C. G. HAZELTINE, A. M., Principal.

MISS VAN WAGENEN

Will reopen her Boarding and Day School for Young Ladies, at No. 13 East 49th-st., on THURSDAY, Sept. 25.

Address till Sept. 8, Fishkill, on the Hudson.

RYE SEMINARY, RYE, N. Y.

The next session will commence Sept. 17. The course of instruction is extensive and thorough. For particulars apply to the Principal, Mrs. S. J. LIFE.

CIVIL AND MECHANICAL ENGINEERING at the Rensselaer Polytechnic Institute, Troy, N.Y.—Instruction very practical. Advantages unsurpassed in this country. Graduates obtain excellent positions. Begins Sept. 17. For the Annual Register, containing improved course of study and full particulars, address Prof. CHARLES DROWNE, Director.

MLLES. CHARBONNIER'S FRENCH

Protestant Boarding and Day School for Young Ladies, No. 36 East 36th-st., (formerly No. 42 Avenue du Roule, Neuilly, Paris,) will reopen Sept. 23. Apply by letter till Sept. 1, when Mlles. CHARBONNIER will be at their school in New-York.

ROCKY DELL INSTITUTE, LIME ROCK, Conn.—Family School for Boys.—Location retired and healthful; accommodations ample and superior; instruction thorough; discipline mild and parental; next term begins Sept. 17.

J. H. HURLBURT, Principal.

CLAVERACK COLLEGE AND HUDSON River Inst. for both sexes; fine grounds; 167 furnished rooms; 20 instructors; 11 departments; 120 classical pupils; large gymnasium and drill hall. Special advantages in all departments. Term opens Sept. 8.

Rev. ALONZO FLACK, A. M., Pres't., Claverack, N. Y.

HOME INSTITUTE, TARRYTOWN, N. Y.—AN English and French Boarding and Day School for young ladies and children, combining thorough instruction with home care and training, will reopen Sept. 10. For circulars, address Miss M. W. METCALF, Principal.

SEWARD INSTITUTE FOR BOYS, FLORIDA, Orange County, N. Y. $300 a year, pays for board, tuition, fuel, light, &c., in this well-known Institution. Number of pupils limited to thirty-five.

T. G. SCHRIVER, A. M., Principal.

FOR BOYS.—MANSION-SQUARE INSTITUTE, Poughkeepsie, N. Y.; a first-class boarding-school; grounds extensive; uniform, dark blue; daily gymnastic drill. Reopens SEPT. 17. Address H. S. JEWETT, A. M., Principal.

BOYS' HOME AND SCHOOL.—FALLEY SEMinary, Fulton, Oswego County, N. Y., reopens 1st September, combining the facilities of a complete education with the advantage of a Christian home. Address Rev. JAMES GILMOUR.

MISS WHITCOMB'S ENGLISH AND FRENCH Boarding and Day School for young ladies and children, No. 1 Vernon-pl., Brooklyn Heights, N. Y., will reopen on WEDNESDAY, Sept. 17, 1873. Address as above for circular.

HUDSON YOUNG LADIES' SEMINARY, HUDSON, N. Y.—The Autumn term begins Sept. 8, 1873; a native French teacher resides in the family; terms, $300 per annum. Misses PRAKE, Principals.

A FEW YOUNG LADIES, AS BOARDING pupils, are received by the Misses BUCKNALL, at their suburban residence New-Brunswick, N. J. The ensuing school year will commence Sept. 18.

FEMALE COLLEGE, BORDENTOWN, N. J., continues to furnish the best educational advantages at reasonable rates. Address

Rev. JOHN H. BRAKELEY, Ph. D., President.

THE MISSES GRAHAM, SUCCESSORS OF THE Misses Green, will reopen their school for young ladies at No. 1 52d-av., first house from Washington-square, on THURSDAY, the 25th of September, 1873.

FREEHOLD INSTITUTE, FREEHOLD, N. J.—A Boarding-school for boys.

Rev. A. G. CHAMBERS, Principal.

A FIRST-CLASS SCHOOL FOR BOYS, AND A good home at Rev. E. B. EMERSON'S, Stratford, Conn.

DREW LADIES' SEMINARY, CARMEL, N. Y.—The Fall session opens Aug. 13. For catalogues apply to the Principal, GEO. C. SMITH, A. M.

MISS BULKLEY'S BOARDING AND DAY School for Young Ladies, Tarrytown, N. Y., will reopen Sept. 17.

GOLDEN HILL SEMINARY FOR YOUNG Ladies, Bridgeport, Conn. Address Miss EMILY NELSON.

ELIZABETH COLLEGIATE SCHOOL.—A home for boys, Elizabeth, N. J.

Rev. J. C. WYCKOFF.

CHARLIER INSTITUTE FOR YOUNG GENTLEmen, Nos. 126 and 128 East 24th-st., will reopen Sept. 22—Boarding and Day School.

DULL BOYS WAKED UP AND SET A-GOING AT Yonkers Military Institute. Box 654 Yonkers, N. Y.

INSTRUCTION.

GARDNER INSTITUTE,

NO. 620 5TH-AV.

English and French Boarding and Day School for young ladies.

Fifteenth year opens Sept. 24; full collegiate course; Number of family pupils limited.

Rev. Dr. and Mrs. C. H. GARDNER, Principals.

MLLE. ROSTAN'S

ENGLISH AND FRENCH BOARDING AND DAY SCHOOL FOR YOUNG LADIES.

No. 31 West 52d-st., near 5th-av. and Central Park.

Will reopen WEDNESDAY, Sept. 24; a thorough English course with unsurpassed facilities for acquiring a practical knowledge of the French and other modern languages; home comforts and home privileges are the distinguishing features of this school; the musical department under the direction of Prof. S. B. MILLS, and other instructors of acknowledged talent, offers peculiar advantages to those who desire to make music a special study. All communications to be addressed as above till Sept. 1, when Mlle. ROSTAN will be at home to receive applications herself.

MOUNT PLEASANT
MILITARY ACADEMY,
A SELECT BOARDING SCHOOL FOR BOYS AT SING SING, ON THE HUDSON.

The course of instruction embraces the following departments: Classical, modern languages, elementary, mathematical, English studies, and natural science. Classes are also formed in music, drawing, fencing, and elocution.

A thoroughly organized military department, riding school, with well-trained horses, gymnasium, &c.

Will reopen WEDNESDAY, Sept. 17.

BENJAMIN & ALLEN, Principals, Sing Sing, N

THE SING SING PRISON.

MORAL SUASION.

APPEARANCE OF THE INTERIOR.—A VISIT TO THE GOOD-CONDUCT CELLS.—RESULTS OF THE SYSTEM.

The subject of the present management of Sing Sing Prison, and the effect of the principle of moral suasion on the convicts having been for some time before the public, the writer, in company with a friend, visited the correctional institution on the Hudson, a few days since, to satisfy himself, by personal inspection, of the true condition of affairs within its walls. Leisurely strolling along the railroad track, and ascending the hill which leads to the principal entrance, groups of convicts belonging to what are known as the "jobbing gangs" could be seen engaged in all kinds of work—repairing plank-roads, fences, and guard-houses. The convicts appeared to be deeply interested in their respective occupations, and scarcely turned their heads to look at the scores of passing visitors who closely scrutinized their countenances. On inquiry it was ascertained that the men selected to work on exposed posts so remote from the main prison were those whose sentences have nearly expired, and in whom almost implicit confidence can be placed by the keepers.

Passing the intervening quarries and vegetable gardens, where the convicts were working as busy as beavers, the visitors file past the guard-house, and down to the warden's office. Here an entrance fee of twenty-five cents is taken from each visitor, which goes to the fund for providing outgoing convicts with the means of reaching their respective destinations. The visitors are then taken in convenient parties, each under the charge of a guard, and the tour of the prison is begun.

Descending a flight of steps to the male prison, and traversing a corridor, the main prison, containing 600 cells, in tiers of 100 each, is reached.

Here everything is scrupulously clean, and in the first tier of cells, which are occupied by the best-behaved convicts, the effect of the system of moral suasion, inaugurated by Warden Hubbell, is apparent. Beside other privileges extended to well-behaved convicts, the Warden permits them to furnish their cells with any articles of luxury or refinement supplied them by their friends, and the result is a long range of cells fitted up with neatness, and even elegance, according to the various tastes of the occupants. The floors of nearly all are either carpeted or covered with oil-cloth, and in more than one instance a luxurious little mat stands at the door. Each cell is supplied with a lamp, in order to enable the occupant to read, from the hour of retiring, at 6 o'clock, until 9, when all go to bed. In most cases the prison lamp is supplemented by an ordinary household lamp, and not unfrequently supplied with a shade. The single shelf in the cell is covered, in some instances, with gaily-bound books or fancy articles; in others only displaying a single volume—a Bible or prayer-book, sent by an affectionate mother. Those whose friends supply them with the materials decorate their cells with cheap pictures, and the walls, in several instances, are papered neatly. Looking-glasses are also allowed, and many of the cells are furnished with those useful articles, although one would fancy the owners ought not to take much pleasure in contemplating their altered countenances.

But the beds cap the climax of convict luxury. Many of them are perfect models of cleanliness and taste, the unsightly prison-cot being entirely hidden beneath the folds of drapery. Nothing can surpass the snowy whiteness of pillow and bed-covering, which are neatly trimmed and so smooth as to suggest the idea that the convict is too fond of having his extras present a decent appearance to dream of using them, and in order to prevent them from getting soiled carefully removes them before retiring. In each cell a large card bearing some wholesome Scriptural precept is placed, by direction of the Warden, and these in many cases are prettily ornamented by the busy occupants. Where the convicts are unable to procure wall-paper, an attempt is made to fresco the walls with crayons or decorate them with colored wood-cuts.

After inspecting the cells of the favored convicts, the question was asked a prison keeper who had been connected with the institution at intervals during the past twelve years, how this system of allowing the convicts certain privileges and endeavoring to win them to good behavior by kindness worked. The keeper replied that he had been in the prison under various administrations, and had never seen a system work better than the present one.

"Why," said he, "the convicts are so proud of the distinction bestowed upon them for good conduct, and so pleased at having their cozy cells shown to the visitors, that they would try and do double the work, if the warden asked them, in order to retain their privileges. They are very grateful, too, for being allowed a lamp in their cells, by means of which they pass the weary evenings in reading. If they did not have the lamps they could not read, because the light on the other side of the passage would only dimly light the two cells immediately opposite. I tell you, Sir, they estimate their rewards highly, and are very careful not to forfeit their privileges by any violation of discipline. Of course there are some men who cannot be influenced by kindness and who make up their minds not to reform, but they are the fewest in number, and we can tell them in a moment. If the keepers only took half the trouble in finding out the temperament of every convict that the Warden does, the work of prison reform would be easy enough. I have often gone into the shop and spoken pleasantly to the first man I met, who would work as cheerfully as if he was in his own workshop, and would pass on, knowing his hopeful temperament. The man working next him would be working with bent head and unwilling hand. I would shake him up, and say, 'Remember every day you work is twenty cents added to your account, and that it is by your conduct now you will decide whether you leave the prison on short time or not.'

'Yes,' he would reply wearily, 'but think of those seven years—seven years.'

'But you forget,' I would say, 'that the better you work now the shorter and pleasanter you make that seven years. Think of that, and you will work with a will.' The result of an encouraging word spoken in season invariably is that the convict does his work with redoubled vigor, and doesn't, perhaps, get another attack of the 'blues' for a couple of months."

It must not be imagined, however, that all the convicts are as easily managed as those just described. Many of them are refractory, and never miss an opportunity of shirking their work when the eye of the keeper is not upon them. The threat of the ball and chain, the steam bath, or solitary confinement in the dark cells, however, generally brings them to terms, and they submit with the best grace they can command.

The keepers state that considering the number of convicts (over 1,200) within the prison, and the small force of guards and keepers, who only number about 100 in all, the cases of insubordination are very few and trifling. The only instance of any importance recently was in the case of the notorious jail-bird "Wes" Allen, whose silly escapade has been distorted and exaggerated by interested parties into an open defiance of the whole prison staff on the part of a single convict who threatens them with destruction, and an exhibition of indecision and lack of firmness on the part of the warden and his deputies. While the fact is true that "Wes" did possess himself of a knife and bottle of nitro-glycerine, with which he threatened to destroy any one who attempted to drag him from his cell to join the draft, it is also true that, convict though he is, he has certain rights which prevented the warden from punishing him on the spot.

The Board of Prison Inspectors, at their meeting held in January last, passed a resolution ordering that no punishment should be inflicted for any offense committed by any convict without first consulting with the agent of the prison, and that no punishment should be administered without his approval, and not before twelve hours should have elapsed between the ordering and the infliction of the punishment.

Warden Hubbell states that on the day of "Wes" Allen's performance, the utmost excitement prevailed in the prison in consequence of the draft. Seeing that the draft had been kept waiting for some time, he thought it the wisest plan not to add to the excitement by ordering the guards to fire on Allen, who, he felt confident, would surrender within a few hours, and directed the draft to proceed without him. Shortly afterward, Allen told his keeper that he wished to speak with the Warden, but the latter refused to hold any parley with him, and demanded unconditional surrender. The Warden then directed the keeper to get the steam-hose ready and operate on "Wes" until he either surrendered or lost his life. Everything was prepared, when "Wes" weakened, delivered up the knife and glycerine, and walked down to one of the dark cells, crying bitterly. He has since been confined in the dark cell night and day, and goes to Auburn at the head of the next draft, which starts in a day or two.

The shoe factories, which give employment to a large number of convicts, are well worth a visit. Here are congregated the homicide and sneak-thief, the clever forger and polished confidence operator, the highway robber and ward rowdy, all working as smoothly as though they had never engaged in any other business, and displaying considerable proficiency in their tasks. One of the largest Broadway shoe-contracting houses have their work executed at the prison under the supervision of their own inspectors, and so systematically is the work performed that it is estimated a shoe is finished every minute. Young Walworth is employed in the private office of the shoe contractor, whom he assists in keeping the books, and is consequently hidden from the vulgar gaze of visitors and his delicate feelings respected.

The cabinet-making shop also employs a large number of men, many of whom are skilled workmen and produce articles of the strongest workmanship and finest finish. Every branch of the trade is represented, and beginners make rapid progress from the lower to the higher grades.

The stone-yards, lime-kilns, brass-shop, cigar-shop, and bakery are all kept busily going, the work being performed as in the other shops, under the supervision of the different contractors. Bleakley, who murdered his niece, is a plasterer, and employed in the gang told off for prison repairs. He looks strong and healthy, and anything but insane. Sheffin, the wife-murderer, works in the stone-yard; the other wife-murderer, Gillen, has been drafted to Auburn.

Convicts who have never learned a trade have the option of entering one of the shops and learning. The majority of them embrace the opportunity, and although in many instances the learners are of mature years, they apply themselves to their new callings with the aptitude of boys, and in a short time are competent to teach others. A number of the convicts refuse to learn any trade, and are classed among the laborers, who work much harder than many of the mechanics. To this class "Mart" Allen, brother to "Wes," belongs. He is undergoing a ten years' sentence for the same offense of which his brother was convicted. He persistently refuses to learn any trade, and is detailed to work in the quarries. He is looked upon by the keepers as an exemplary convict. They state, however, that he is not to be trusted, and are certain that he will attempt an escape whenever he sees an opportunity. His conduct so far is very good. "Mart" expressed his unqualified disgust at the course pursued by his bellicose brother, and cried when he saw him marching to the dark cells.

Perhaps the greatest incentive to the men to finish their tasks as quickly as possible is the privilege extended to them of leaving their labor when the day's work is completed, and spending the time thus gained in reading. This rule has been found to work well, the majority of the convicts applying themselves diligently to their work in order to get off early. Many skilled mechanics get through a good day's work by 1, 2, or 3 o'clock, when they wash up and leave, spending the hours until supper-time in such recreation as is consistent with the discipline of the prison.

A library was started some few months since, and has been productive of much good. The privilege of obtaining books is regulated by the conduct of the prisoners, who find in this another incentive to good behavior. The library contains a goodly array of books, presented by the Prison Association and by Warden Hubbell, but the demand is far ahead of the supply. It is to be hoped that philanthropic friends will bear in mind the vast amount of good done by means of books and will endeavor to increase the present inadequate supply of reading materials.

Among the various branches of industry in operation in the male prison, none is, perhaps, more interesting to a visitor than the newly-started male laundry. The laundry has been in operation only about three weeks, but is already a decided success. It was first inaugurated at the instance of the proprietors of a fashionable French laundry in Bleecker-street, and is under the superintendence of a lady connected with the establishment. One of the large buildings was filled up with washing, dying and ironing rooms, and as a beginning about a dozen tidy, neat young convicts were brought to learn the art of laundrying. The Warden availed himself of the services of two Chinese convicts, Quimbo Appo and a celestial brother with an unpronouncable name—both first-class laundrymen—and under the tuition of those industrious children of the Flowery Land, the uninitiated convict soon learned to wash and iron with astonishing neatness. All kinds of laundry work are now done by the convicts, and the large ironing-room, where the linen receives the finishing touches, is well worth a visit. A large stove at one end of the room is capable of heating a couple of hundred irons at a time, the heat being shut off from the convicts by means of a screen. Each man works at a separate table, the best workmen, of course, getting the finest work to perform. Occasionally a beginner brings a piece to one of the Chinamen for instructions, and then retires to his own table. If the linen is not finished to satisfaction the convict is compelled to do it over again as many times as it is necessary until perfection is reached. Gentlemen's linen wear is elegantly finished, white as the driven snow, and as smooth and glossy as a sheet of glass. The manner in which shirts are turned out is really astonishing, and throws completely in the shade the efforts of our exclusive Metropolitan French laundries. The venture having been found to be a success, was, after a few days, improved upon, and an additional score or two of learners were set to work. These displayed as much aptitude as their predecessors, and are now able to perform the different offices attendant on the laundry with ease.

The success of the newly-inaugurated laundry soon came to the knowledge of Capt. Harvey, whose laundries at Belleville, N.J., have attained a wide notoriety, principally in connection with his extensive employment of Chinese labor. The Captain states that he has found female labor impracticable in his business, and frankly admits that his scheme of Chinese workmen, after a fair trial, has completely failed. He has now determined to try convict labor, and superseded the Bleecker-street laundry firm on the 1st inst.

Capt. Harvey has contracted with the prison authorities for larger buildings and the daily labor of 300 convicts. The buildings are now in course of preparation, and in a few days the monster laundry will be in full working order, and the work heretofore performed at Belleville will, in the future, be done at Sing Sing. The Captain, as well as other prison authorities, are confident that the laundry will be a great success.

In the female prison, which is completely isolated from the male prison, the system of moral suasion has also been adopted, and appears to work admirably. The rewards and punishments are regulated after the manner described in connection with the male prisoners, and have brought about similar results. The well-behaved prisoners are allowed to furnish their cells as the liberality of their friends enables them to, and the result is a long line of neatly-decorated compartments, displaying articles of taste and neatness, arranged as only women can arrange them.

The women are principally engaged in making male and female clothing, and turn out immense piles of work, which is disposed of on advantageous terms. In the sewing-room about seventy women are employed as machinists, cutters, &c. The chapels in both divisions of the prison are large and spacious, that of the male prison, in particular, being capable of accommodating 1,000 persons. The latter building is ornamented with some very fair fresco pictures representing scenes on the Hudson, the work of one of the convicts.

Having completed the tour of the prison, the writer engaged in conversation with several of the guards in reference to the recent escapes from the prison, as well as to get their opinion of the administration of Warden Hubbell. The guards invariably say that the prison was never quieter or more secure than it is at present. To be sure, they say, convicts will escape whenever they get a chance, and this state of affairs must continue as long as the force of officials is so small. They deny, however, that there is any negligence on the part of any of the officers, and contrast the present state of affairs with those under the last Warden. Who does not remember the infamous plot concocted for the abduction of two notorious convicts, where the Warden, Agent, and another official left the prison one day and came to the Astor House, in New-York, to see a butcher, in response to a bogus dispatch, and the daring rescue of the convicts during their convenient absence? There is at present in State Prison a convict who aided in this affair, and who knows the exact amount of money received by the parties implicated.

The subordinates all speak in terms of praise of the mild policy inaugurated by Warden Hubbell, and state that even refractory convicts are, one by one, slowly but surely being influenced by kindness, and see the benefit of good behavior. Many of these men are of the very worst strata of society, and utterly indifferent to punishment, which shows conclusively that kindness tempered with the strictest justice will perform more than the shower-bath or the lash.

A POLICE OFFICER ASSAULTED.

At 1 o'clock yesterday morning, while Officer Pitcairn, of the Fifteenth Precinct Police, was endeavoring to arrest one of a party of men who were acting in a disorderly manner at the corner of Fourteenth-street and Fourth-avenue, he was assaulted by the rest of the gang, who knocked him down and beat him severely about the head. Daniel Hearn, alias "Dutchy Hearn," and James Brown were subsequently arrested by Officer McAdam, of the Fifteenth Precinct, and were fully identified by the wounded officer as being among his assailants. They were brought before Justice Cox, at Jefferson Market Police Court, and committed for examination. Hearn had been arrested the previous day under the "Habitual Criminals act," but was discharged for want of testimony.

DEDICATION OF A NEW CHURCH.

IMPOSING RELIGIOUS CEREMONIES IN GREENPOINT.

The Church of St. Alphonsus, corner of Kent-street and Union-avenue, Greenpoint, Long Island, was yesterday morning dedicated with very imposing ceremonies by Bishop McLoughlin, of Brooklyn, assisted by a large number of priests of the Roman Catholic faith and the St. Cecile Singing Society of New-York. Shortly before 10 o'clock the various German religious societies began to march toward the church, each bearing a handsome banner. On arriving at the church each society deposited its banner before the high altar. At 10:30 the church bell announced the commencement of the dedicatory services. A procession was then formed in the room behind the altar, consisting of priests, acolytes, the singing society, &c., Rev. Father Wirth leading, and Bishop McLoughlin, in full canonicals, closing the procession, which passed in front of the altar and down the centre aisle to the front door, where Father Wirth commenced chanting the dedication service, the singers taking up the responses. Thus engaged the procession passed around the outside of the edifice, the Bishop sprinkling the walls with holy water, and then returned to the main entrance. After the usual ceremonies the procession re-entered the church and proceeded to the altar, which was decorated with flowers, banners, &c. Here Father Wirth offered the prayers to the Trinity and saints, the choir responding. The procession then reformed, and, marching round the inside of the church, the Bishop sprinkled the inner walls with holy water, returning to the altar, where the remainder of the services were proceeded with. Rev. Father Ivo, of the Church of Our Lady of Sorrows, New-York, celebrated high mass, the music being selected from Haslinger's Mass. Rev. Father With, of the Church of the Most Holy Redeemer, Third-street, New-York, then preached the sermon in German, after which he personally went around the church and collected the contributions of the faithful. The celebration of the Eucharist was then begun by Father Ivo and assistants, after which Bishop McLoughlin made a brief address to the congregation. He congratulated them on the construction of a new church for the German Catholics of that vicinity. The services were then concluded, after which the societies again formed into a procession and moved away from the church. The sacred edifice is 90 feet deep, 56 feet wide, 38 feet in the clear, has a tower 120 feet high, and an easterly extension 25 feet by 23. There are seats for 600 people on the ground floor, and a gallery for the organ, choir, and private sittings. Behind the altar are two school-rooms, and the vestry on the first floor, and the pastor's residence on the second floor. The style of the church and altar is early gothic. A statue of St. Alphonsus occupies a niche in the high altar. The attendance yesterday, both inside and outside the church, was very large.

A NEW CURRENT OF IMMIGRATION.

DRAWING SUPPLIES OF WEALTH AND POPULATION FROM RUSSIA.

In the year 1809 a colony of 700 people, identified in religious belief and modes of life, was gathered together from Prussia, Wurtemburg, and Bavaria, and, forsaking their native lands, these people migrated to Russia. The settlement was made at Odessa, where, under their own constitution and rules, they formed a special government, acting independently of the Russian authority, and only submitting formally to it by the payment of a small tax or rent for the use of the lands which they were permitted to occupy. Their peaceful disposition, quiet habits, and industry gained for them the good will of the Russian Government, which never interfered with any of their pursuits or made any demand upon them for tribute or other service, except the tax already mentioned. They were not even included in the lists of Russian subjects liable to military duty. Last year the Russian Government sought to enroll them as subjects, the colony having meanwhile, in the lapse of a half a century, increased to large and important proportions. They were notified that they would be liable to military duty, that they were regarded as Russian subjects, and would be expected to fulfill all the obligations incident to that condition. Arrangements were immediately made for avoiding allegiance to Russian authority, and agents were dispatched to this country to seek for lands and homes whither they could remove their families and their portable property. Great difficulty was experienced in obtaining the consent of the Russian Government to their removal, and four months elapsed before they could procure the necessary papers. More than 300 persons of this community formed the first draft, which came to this country in the earlier part of last week, and large numbers have since followed. Their agents have selected lands in Iowa, Nebraska, Minnesota and Dakotah for location, and their leaders will make a choice from the lands so selected. The colonists are now in Chicago and Sioux City awaiting this final selection. There are wealthy families among these immigrants, many of them being worth at least 50,000 silver rubles, or from $35,000 to $40,000 of American money. Besides these there is a larger and more powerful colony known as the Menonites, which numbers from 15,000 to 20,000 persons, and which is making active preparations for removal to this country. The advance of this latter colony will reach here in October, bringing with them farming experiences, and the accumulated fruits of years of industry, which will go to benefit and improve some of our outlying territory. These Menonites will bring with them from $12,000,000 to $15,000,000 in gold. Their movements have been conducted with great secrecy, and they exercise great caution in the selection of their future homes.

THE WEATHER.

Yesterday was anything but a pleasant Sunday to those who were compelled to remain in the City. The weather in the morning indicated that it would be a scorcher, and the usual rush was made to reach the various cool resorts in the neighborhood of New-York. From an early hour the boats and cars were taxed to the utmost, conveying their living freights far beyond the noise of the Metropolis, and by midday the streets were comparatively deserted. In the afternoon Central Park was crowded with gay parties of pleasure-seekers, and the various sources of amusement were liberally patronized. The refreshment-saloons did a roaring business, and for a time all enjoyed themselves immensely. About 4 o'clock, however, the sky became overcast and threatening, the wind swept by in blasts, and everything indicated the approach of a storm. A general rush was made by the visitors to obtain shelter, and in an incredibly short space of time every inch of ground capable of affording protection was taken possession of. The rain, accompanied by thunder and Lightning, descended in torrents, playing sad havoc with the airy toilets of such of the ladies as were unfortunate enough to be beyond reach of shelter, and the complaints uttered against the treacherous weather were loud and bitter. It was thought at first that the storm would be of short duration, and the imprisoned pleasure-seekers amused themselves as best they could. The rain, however, continued to pour down mercilessly, and it was not until their patience had been tried for nearly two hours that the skies brightened up and the visitors were enabled to reach their homes. The down-pour of rain cooled the atmosphere perceptibly, and the remainder of the evening was deliciously destitute of heat. The following record will show the changes in the temperature during the past twenty-four hours, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Park-row: 3 A. M., 75°; 6 A. M., 76°; 9 A. M., 79½°; 12 M., 88°; 3 P. M., 90°; 6 P. M., 75°; 9 P. M., 75°; 12 P. M., 74½°; average temperature yesterday, 79⅛°.

WEST-SIDE SHOOTING AFFRAY.

At an early hour yesterday morning, Roundsman Brice, of the Twentieth Precinct, received information that a man was lying in a dangerous condition at No. 507 West Thirty-third-street, having been shot during the preceding night. The officer proceeded to the house indicated, and there found Edward Wright, aged thirty-two, lying in bed and apparently suffering severely from a pistol-shot wound in his left side. On being questioned, the wounded man stated that at a late hour on Saturday night, while in Thirty-fifth-street, between Eleventh-avenue and the North River, he was assaulted by some persons who were strangers to him, and, during the fracas which ensued, one of the assailants fired on him and then fled. He managed to make his way home, and was cared for by his relatives. Dr. McLean is in attendance on the wounded man, and is of opinion that the wound is dangerous.

Capt. McElwain has been informed of the case, and is endeavoring to clear up the matter. It is believed that Wright knows more about the matter than he is willing to disclose.

A DETERMINED SUICIDE.

At 11 o'clock yesterday morning Fritz Busch, a German vagrant, twenty-seven years of age, committed suicide by shooting himself in the left breast. The deceased is supposed to have been in destitute circumstances, and in a despondent frame of mind in consequence. At the hour stated he was noticed standing at the corner of Elizabeth and Broome streets. Suddenly he drew two pistols—a single-barreled one and a six-shooter—from his pocket, and placing the muzzles of the pistols to his left breast, fired both weapons simultaneously. He fell to the sidewalk and instantly expired. The body of the unfortunate deceased was removed to the Mulberry-street Police Station and Coroner Keenan was notified. By his direction the body was removed to the Morgue, and if not claimed will be interred in the City Cemetery.

SUNDAY'S NEWS.

The following is a summary of the news that appeared in yesterday's TIMES:

The insurrectionists at Valencia were driven into the Plaza de Moreas by the Republicans on Saturday.

Communication between Madrid and Andalusia has been cut off.

Don Alfonso and Saballs are fortifying Prato de Llusanes.

The Republicans of Spain, who are preparing to bombard Valencia, have received eight siege guns.

Many Spaniards who favored the independence of the cantons have been turned from that cause by the excesses of the insurgents.

The Spanish insurrectionists, while occupying Seville, plundered and burned a large number of buildings.

Six thousand workmen of Alcoy, Spain, propose to constitute the Government there and maintain order.

The report that the Spanish insurgents at Cartagena burned the house of the German Consul is contradicted.

A bill for the separation of Church and State is now before the Spanish Cortes.

The commanders of the English, French, and German squadrons have had a conference with the Spanish Gen. Contreras, and urged the return of the seized war vessels to Cartagena, holding him as a hostage for their return.

A fire in the Vienna Exposition building Saturday destroyed the Elsass-Lorraine peasant dwelling.

An accident to the tourist's express train on the North-western Railway, Saturday, near Wigan, England, caused the death of twelve persons and the serious injury of thirty.

The death of the well-known *litterateur*, Victor Euphemion Philarete Chasles, is announced from Venice.

The Duchess of Inverness is dead.

HOME.

Hon. John Widgery, a Bowdoin graduate of the class of 1817, a member of the Cumberland Bar, and a representative of one of the oldest families in Maine, died in Portland, Saturday, aged seventy-one. He was once Mayor of Little Rock, Ark., and also Clerk of the Mississippi House of Representatives.

Four deaths from cholera, one from cholera-morbus, and three from cholera infantum, are reported to have occurred in Dayton, Ohio, and vicinity, during the past week.

Mayor Medill, of Chicago, Saturday removed Fire Marshal Williams, against whom charges of gross misconduct were made, and has appointed Assistant Marshal Matt. Benner to take charge of the department.

At the Cleveland (Ohio) races, on Saturday, the first race was won by Lucy and the second by Clementine.

The *Voz Publeca* denies the rumor in the American papers that Gen. Escobedo, with the Fourth Division of the Mexican Army, had been ordered to the Rio Grande, and says that Gen. Escobedo is on his estate near San Luis Potosi, and that the Fourth Division of the army is stationed at different and remote parts of the Republic, on active duty.

Gen. Sidney Sherman, the last cavalry commander of San Jacinto, died in Galveston, Saturday.

An incendiary fire in Portland, Oregon, Saturday, destroyed nearly all the buildings on twenty-three blocks, involving a loss which is declared to "extend into the millions."

The Attorney General has recommended the pardon of the "Kuklux prisoners" R. O. Shotwell and William M. Fulton.

At Fair City, Perias Bridge, and Broad Creek, and elsewhere on the frontier, accounts of Indian outrages have caused the people to leave their farms and crops.

The Indians near Camp Brown, Wyoming Territory, attacked a house July 20, and murdered two women.

A heavy rain-storm washed away a portion of the Pacific Railway track along the Mountain Division, and trains were delayed fifteen hours.

Gabriel Cotton and two of his sons were murdered by S. M. Butcher, near Salt Lake City, on Thursday last.

The Union printers of Ottawa, Canada, are on strike.

Gov. Woodson and Gen. James Craig, of St. Joseph, Mo., have been arrested and fined for shooting game out of season.

Virginia City and Gold Hill, Nevada, rejoiced Saturday night over the completion of an aqueduct through which both cities are to be supplied.

In the Cleveland races, Saturday, the winners were Lucy and Clementine.

In the races at Saratoga, Saturday, the winners were Crow's Meat, Ill-Used, and Hubbard.

LOCAL.

The rifle contest at Creedmoor, Saturday, for the *Turf, Field, & Farm* Challenge Badge, was won by Capt. J. Bodine, of Highland, N. Y.

The match race between the yachts Brooklyn and Maud on Long Island Sound, on Saturday, was won by the Brooklyn.

Supreme Court Judge Pratt now holds that the Board of Health has power to perform its duties, and has therefore refused an injunction applied for by the New-York Fertilizer Manufacturing Company.

Commissioner Van Nort has addressed Mayor Havemeyer in opposition to the proposal of Robert Jardine for repaving streets.

The last European steamer which arrived—the Rhine, from Hamburg—brought some families of Russians, who appear to be pioneers of a large emigration to follow.

The failure of Mr. John A. Betts, real estate broker, of Pine-street, New-York, and an operator in Brooklyn property, was generally discussed in financial circles Saturday.

The booths on the sidewalks around Fulton Market have been demolished.

The Hoboken Savings Bank directors Saturday stated that Klennen's defalcations would not go above $40,000, and that the bank would be abundantly able to meet the claims of all depositors.

"THE FENCES AROUND NIAGARA."

To the Editor of the New-York Times:

Your correspondent of recent date gives as a reason for fencing in Niagara Falls additional safety to visitors, and quotes several instances of persons falling over the bank. Had any one of these accidents happened at that part of the bank recently "fenced in," his statements might have had some force; but of all the "falls over the bank" which he quotes one (Miss Rugg) fell over the bank on the Canada side, and the others from Goat and Luna Islands. These two islands have not, within the memory of the "oldest inhabitant,' been accessible except by passing through and paying toll at the toll-gate on Bath Island; and, so far as is known to the writer, no bank walls or railings have been erected to prevent a recurrence of similar accidents, although the toll has been raised from twenty-five to fifty cents.

It is some comfort to know that on the Canada side a fine view can be obtained, and as the Canadian Government owns the bank of the river, it is not likely it will be fenced in for the benefit of private individuals. Very truly yours, S.

SYRACUSE, N. Y., Friday, Aug. 1, 1873.

BANKRUPTCY COURT.

The following is a list of the bankruptcy cases adjudicated on during the month of July:

Voluntary Petitions—Edward Stephens, William A. Woodbridge, Stephen M. Jewell, Ludwig Ullmann, The Grays Flour and Yeast Company, Christopher R. St. George, Henry J. Robinson, Nathan Schwab.

Adjudications in Involuntary Cases—James Gilmore, Joseph Nathan, John C. Walsh, George Karme, George E. Sands, The Allen Engine-works, John H. Brown, Philip Schmidt, Bernard Aronson, Isaac B. Kleinert.

Discharges—Charles C. Hubbell, Edward A. Chapel, Richard H. Hinsdale, Edward E. D. Doughty, George W. Bond, Andrew Bonner.

ONE OF THE VIRGINIA NOMINEES.

Hon. C. P. Ramsdell, nominated on the Republican State ticket of Virginia as a candidate for Lieutenant Governor, is a native and former resident of Pennsylvania. The Pittsburg *Commercial* thus speaks of him: "He represented Venango County in the House of Representatives once or twice, and was Assistant Clerk of the Senate for several years. He is no carpet-bagger. When he went to Virginia he went to stay. He bought a farm there years ago, and has been diligently cultivating it ever since. We believe he has been several times chosen to represent in the Legislature the county in which he lives, and he certainly well deserves the confidence his neighbors show in him. He is an honest, talented, conscientious, and worthy man, and if elected the people of Virginia will have in him an officer who will do honor to the State of his adoption."

THE SEVENTH PICNIC.

The seventh or "Stock Exchange Excursion," which conveyed 1,438 children from the Fourth Ward to Oriental Grove on Saturday, under the management of THE TIMES, was a most enjoyable one, and the class of children taken from Double-alley, Cherry, Water, Oak, Oliver, and James streets needed a day's recreation in the open air as much as any in the City. At an early hour in the morning Capt. Chas. Ullman, of the Fourth Precinct, assembled the children at the station-house in Oak-street and when the Governor's Island Band appeared, and struck up a lively air, there was quite an excitement in the neighborhood. Then the little folks fell into line and marched down Oak-street to Pearl, and Dover-street to the dock, where the barge was in readiness to take them on board.

The work of embarkation being successfully accomplished, the children were soon cheering everything and everybody as the boat moved up the river, so great was their enthusiasm and so unbounded their delight at the prospect of a day's amusement. The steamers and barges on the river, the institutions on the islands, were all hailed with deafening cheers, and the compliment was returned in every instance. The grove was reached early in the forenoon, and a landing was speedily effected, sandwiches being distributed to the children as the boys and girls left the barge. The girls sauntered into the woods in quest of wild flowers and rare-hued leaves, while the boys enjoyed themselves in bathing on the beach. At 3 P. M. the barge left Oriental Grove, and slowly headed for New-York. There was a good, strong breeze blowing, and taking advantage of it were many yachts and schooners bound up the Sound, most of which dipped their colors, while the people on board got into the rigging and cheered the passing barge. The yacht Brooklyn and another of the Atlantic squadron fired their guns and lowered their colors. The Sound steamers—the C. H. Northam, Americus, Nellie White, and others—blew their whistles and otherwise hailed the barge as they went by. The afternoon was delightfully cool, and the girls and boys danced, sang, marched in fours, played their childish games, and amused themselves to their fullest satisfaction. When the children had disembarked and returned to the Oak-street Station-house the street was literally crammed with the residents of the ward, who bid a loud and hearty adieu to the managers of the seventh TIMES excursion, which all declared to have been a grand success.

The expenses of the day amounted to $643 76, making the pro rata expense for each child taken on the picnic about 44¾ cents.

ORLEANISTS AND BONAPARTISTS.

Writing from Paris on July 20, the London *Times'* correspondent says: "The feud between Montagues and Capulets can hardly have surpassed in bitterness the mutual and long-standing hatred of Orleanists and Bonapartists. Republicans and Legitimists regard each other with contempt and dislike, and are quite ready to begin throat-cutting at the first fair opportunity. The Atheists and Socialists of the Extreme Left are considered by the pious mousquetaires of the exalted Right much as the tawny followers of Mohammed were by the Crusaders—as no better than savages and something worse than dogs, whom it was meritorious to exterminate. The men of the 4th of September, from whom the last Imperial Government fled when Paris was convulsed by the news of Sedan, are objects of execration to the Bonapartists, who are at this moment engaged in venting their venom on the unlucky and ill-advised Jules Favre. But all these and other enmities are inferior in virulence to that existing between the representatives of the July Monarchy and of the Second Empire.

Paris has just been amused by a sharp onslaught made by the Bonapartists on the Princes of Orleans. The former are scandalized at the prominent position lately assumed by the Princes, and by their intimacy with the President of the Republic. Their very modest and retiring attitude while M. Thiers was in power renders the change more remarkable. During the last few weeks, and especially while the Shah was here, they have been seen everywhere and usually in uniform. As friends of Marshal MacMahon, which they apparently are, he has a perfect right to keep them near his person at reviews and other public solemnities, and, moreover, their position in the army gives them precedence of all other officers below the rank of Marshal. They entered the service young; as the King's sons, their promotion was naturally rapid, and the Dukes of Nemours and Aumale are now the senior Generals of Division. With a military man for President of the Republic, it seems a most natural thing that the senior Generals should form part of his habitual suite. Were MacMahon less simple and plain than he is, one might suppose it pleased his pride to have princes of royal blood riding with his staff. It is more probable that he feels sympathy with the personally unmerited misfortunes of a distinguished family, and that he likes the Princes, who are not deficient in the qualities that conciliate goodwill. Be this as it may, more has been seen and heard of them in Paris during the last four weeks than during the two previous years. At the review they rode with the Marshal, and will not have failed to notice the special applause given to the squadron of cavalry which marched past under the command of the Duc de Chartres. At the gala performance at the Opera the Duc de Nemours was in the royal box. At the Elysée, at the Ministry of Foreign Affairs, at the fêtes, in short, one saw the familiar faces of the Orleans Princes. Some people say that they have thus put themselves forward in compliance with the advice of the Duc de Broglie, whose dynastic partialities are no secret, and who thinks that to show themselves frequently to the army and to the public may be advantageous to their interests. By whomsoever given, the advice seems judicious. It was not by keeping out of sight, by 'effacing' themselves, as the French say, that they would improve their chances. In all scrambles the luck is for the forward; and there seems no reason why, in the competition for supreme power in France, the Orleans family should not have as good a chance as any other. Were a vote taken to-morrow in the Assembly for a definitive form of government, it is probable the largest number of voices would be given for the Orleanists. There would be more Republicans, certainly, but these would divide their suffrages among two or three different kinds of republic."

ADVERTISING THE ONEIDA COMMUNITY.

To the Editor of the New-York Times:

I wish, through your paper, to call the attention of the directors of the New-York and Oswego Midland Railroad Company to their circular, recently issued, advertising the opening, &c., of their railroad on and after Aug. 1. Among the objects of interest on their just now opened through line, the circular enumerates the Oneida Community as "interesting to the student of social science;" and the "Community dinners," their "fine musical entertainments," &c., each receives full mention. In short, this "social" institution could scarcely have a better notice. Do the directors of this great enterprise know what they are commending to the notice and patronage of the public? Do they know that the Oneida Community is most thoroughly a "free love" establishment, where all may follow their "affinities" under a conveniently-arranged formula? Can the religious, moral, and law-abiding public, after knowing this, go there with their wives, and sons, and daughters, or will they desire them to become "students" in that school? Surely, with such knowledge, no respectable and thoughtful citizen would be willing by his visits and support to degrade himself, or by such visits to give countenance to any such specimens of "social science." With the fullest assurance that the earnest body of gentlemen who are just now opening to the public this great and valuable thoroughfare will not even indirectly commend this institution to public notice when they know its character, I ask them, in the interest of good morals, to satisfy themselves at once as to the facts of the case. H.

CHLOROFORMED AND ROBBED.

The New-Haven *Journal* gives an account of a bold burglary in Centreville, town of Hamden, Conn., on Thursday night last. Mr. Russell H. Cooper, it says, awoke about 6 o'clock Friday morning, and found that he had overslept himself sometime, and, what was also unusual at that hour, his wife was yet soundly sleeping. He was at a loss to account for this state of things, and his dilemma was increased at finding his head aching severely. His pants that he had placed on a chair by his bedside were missing. At this moment his eye fell upon a bottle which was labeled "chloroform." The truth flashed upon his mind that his house had been robbed, and a search established the fact. About $100, which he had left in one pocket of an extra pair of pants, were gone and the pocket was inside out. This pair he left hanging upon a nail the night before. His wife, whom he had aroused, started for the silver spoons. These were found all right in a closet. The closet had been ransacked, but these spoons had been covered over with a napkin and escaped the attention of the burglars. On a shelf in the closet lay a dozen silver-plated spoons, one of which was nearly twisted in two. The burglars had subjected the spoon to this test to ascertain their quality, and discarded them, not finding them genuine. The vest of Mr. Cooper, which he had placed with his pants on the chair by the bed, was found out on the veranda, having been tossed out of a window. This was about all the tracks of the burglars found. The stopple of the chloroform bottle was out, and the odor of the liquid was plainly discernible in the room.

CITY AND SUBURBAN NEWS.

NEW-YORK.

Fire Commissioner Van Cott is pronounced out of danger by his physicians.

Nicholas Carrigan, aged twenty-nine, was found at Twenty-sixth-street and First-avenue, yesterday, suffering from a severe attack of cholera morbus. He was taken to Bellevue Hospital.

A mass-meeting of the coopers of New-York and Brooklyn will be held in the latter city to-morrow evening, to give expression to their opinion in reference to the recent arrests of coopers in Brooklyn.

At 4 o'clock yesterday morning a fire broke out in the wood-work on the upper deck of the tug-boat James A. Stevens, lying at the foot of Christopher-street, North River, causing $200 damage, which is fully covered by insurance.

During the trip of the Coney Island boat to the City, last evening, John H. Davis, a resident of Philadelphia, became involved in a quarrel with John Reed and Timothy Hays, who assaulted him and struck him on the head with some blunt instrument. Reed and Hays were locked up.

We are once more indebted to the managers of the White Star Line and to the officers of the Baltic—at this port, yesterday, from Liverpool on July 24, and Queenstown on July 25—for liberal additions, fresher by three days than those already at hand, to our European files. The Inman steam-ship City of Paris, with mails of the same date, arrived at a later hour yesterday.

BROOKLYN.

At 11 o'clock last night a fire occurred in the liquor-store of John Mannix, on the first floor of No. 224 East Eightieth-street, causing $300 damage.

Amy Corrigan, three years of age, fell into a cask of water at the house of her parents, No. 1,132 Baltic-street, last evening, and was drowned before being extricated.

James McGee, ten years of age, residing at No. 48 Jay-street, while playing with a pistol yesterday, shot himself in the face, seriously, but not fatally injuring himself.

Joseph A. Lustus, a seaman, fell from the rigging of the Spanish schooner Jose Basrevas, at the foot of Noble-street, yesterday, and was drowned. The body was not recovered.

During a quarrel between Samuel Connors and James McCullum, at No. 272 Columbia-street, a pitcher, used as a weapon by McCullum, struck an infant daughter of Connors, fatally wounding her.

In the statement of the Betts failure, which appeared in yesterday's TIMES, Mr. Frederick A. Platt is mentioned as being a creditor to the amount of $101,000. This was a typographical error. The sum in question should have been $10,000.

The joint Board of Aldermen and Supervisors will meet to-day for final consideration of the budget. Some of the Democratic members have announced their intention of moving for its reduction, but no concentration of the forces of this opposition scheme has been effected.

On Saturday night, George Needham, of No. 34 Degraw-street, was stabbed with a pocket-knife by William McCormick, during a quarrel at the residence of the latter, No. 45 Degraw-street. McCormick was arrested, and Needham was taken to the Long Island College Hospital, where his wounds were pronounced dangerous.

LONG ISLAND.

The Queens County Court-house Commissioners meet to-day and will probably award the contract for building the new Court-house.

The body of an infant, apparently but a few days old, was found sewed in a bag floating opposite the dock of the Standard Oil Works, Long Island City, yesterday.

The Board of Audit of the town of Newtown have authorized the Supervisor to borrow $5,000 on the credit of the town to meet the amount due the State Controller for unpaid taxes.

On Friday night William Reardon, residing on First-street, Hunter's Point, rolled off the stoop where he had been sleeping and pierced his left breast with a needle, which entered the heart. The physicians give little hope of his recovery.

At 3 o'clock on Saturday afternoon Michael Lynch, a laborer employed in unloading ashes at the manure dock of the Long Island Railroad Company, was sun struck and he died at 7 o'clock yesterday morning. Lynch was about thirty years of age, had been in this country but sixteen weeks, and leaves a wife and two children in Ireland.

STATEN ISLAND.

No arrests for violating the Sunday law regulating the sale of liquors were made in Staten Island yesterday. The liquor-dealers have nearly all surrendered, and are taking out licenses.

At the meeting of the Richmond County Health Board, on Saturday, the Edgewater village lock-up was declared a nuisance, and the authorities ordered to have it cleaned immediately.

The New-Brighton Board of Aldermen organized on Saturday, Mr. A. C. Pell presiding. Ex-Police Capt. Leforge was appointed Village Marshal, and the late Marshal appointed assistant.

NEW-JERSEY.

There has been $65,000 of the stock for the Newark Industrial Exposition subscribed, and the full amount, $200,000, will probably be taken immediately.

While intoxicated, on Saturday, at Newark, Walter Morris assaulted one of the Chinese laundrymen at Belleville, named Ah Ping. A complaint was made, and Morris was yesterday sent to jail for ten days.

A crowd of disorderly characters gathered at the Sussex-street Canal Bridge, Jersey City, yesterday, and when the officers attempted to arrest two of the men they jumped into the water. The officers remained on the banks, and the men in the water until dusk, when from fifteen to twenty men jumped into the canal, and the two men came out with them. In the crowd they could not be identified, and escaped.

MINOR CRIMES AND CASUALTIES.

Francesco Porraspita, the young Cuban who was committed by Justice Cox, was admitted to bail in $3,000, yesterday morning......Henry Hersch, No. 123 West Houston-street, was arrested by Officer Byrnes, of the Eighth Precinct, charged with having violated the Excise law. He was committed for examination by Justice Cox.......At 1 o'clock yesterday morning, Wm. H. Keene, a printer, and Henry Madden, of No. 123 Rivington-street, quarreled in Division-street, near Suffolk. A fight ensued, during which Keene stabbed Madden in the head with a pocket-knife, causing a severe wound. Keene was arrested......Lawrence Buckley, aged seven years, residing at No. 20 Columbia-street, while bathing in the river at the foot of Broome-street, got beyond his depth, and was drowned. His body was not recovered.... The body of an unknown man was found yesterday floating in the East River at the foot of Roosevelt-street, and was removed to the Morgue for identification.....During a fracas on Saturday night at the liquor-store No. 123 West Houston-street George Steinborn, the bar-tender, was cut across the wrist and severely wounded by a glass thrown at him by one of the brawlers, who escaped....Yesterday morning Henry Devoe, of First-avenue and One Hundred and Ninth-street, assaulted Martin Barry and his wife, of Fifth-avenue and One Hundred and Seventeenth-street, with a hatchet. Devoe, who was badly beaten by the Barrys, was locked up in the Harlem Police Station......An unknown man was found last evening lying unconscious on the sidewalk at Second-avenue and One Hundred and Twelfth-street, and died soon after being taken to the Harlem Police Station.

HAVANA MARKET.

HAVANA, Aug. 2.—Sugar dull and prices have declined. Nos. 10 to 12 Dutch Standard, 10½@11 reals per arroba; Nos. 15 to 20 Dutch Standard, 11¾@14; Molasses Sugar, 7½@8¼; Muscovado Sugar, inferior to common, 8@8½, fair to good refining, 8¾@9½; Grocery grades, 11½@12; Stock remaining in warehouse at Havana and Matanzas, 397,000 boxes and 23,590 hhds. Receipts of the week, 18,500 boxes and 950 hhds. Exported during the week, 83,000 boxes and 6,600 hhds., including 6,800 boxes and 3,900 hhds. to the United States. Molasses nominal; Bacon in fair demand; Butter steady, superior American $34@$36 ℔ quintal; Goshen, $38@$40; Flour quiet and firm; Hams—Sugar-cured, steady; Lard firm; in tins, $20 25@$20 50 ℔ quintal; Potatoes steady, at $11 75 ℔ bbl. Tallow steady, at $16 25@$17 ℔ quintal; Wax steady; Honey nominal; Onions dull; Naval Stores nominal; Coal Oil in fair demand. Empty Hogsheads firm. Lumber nominal. Shooks—Box weak at 9¼@9½ reals; Hogshead quiet at 27@28 reals. Hoops firmer. Freights firm; loading at Havana to the United States, ℔ box of Sugar, $2 25@$2 50; ℔ hhd. of Sugar, $9 50@$9 75; ℔ hhd. of Molasses, $5 75@$6; to Falmouth and orders, 55s.@60s.; loading at other ports on the north coast of Cuba to the United States, ℔ hhd. of Sugar, $10@$10 25; ℔ hhd. of Molasses, $6@$6 25; to Falmouth and orders 65s.@70s. Exchange dull; on United States 60 days' Currency, 27@28 premium; Short Sight, 29@30 premium; 60 days' Gold, 44@45 premium; Short Sight, 46@47 premium; on London, 62@64 premium; on Paris, 44@45 premium.

BALL, BLACK & CO.,
Nos. 565 and 567 Broadway.
IMPORTED AND AMERICAN WATCHES.

PASSENGERS ARRIVED.

In steam-ship Ocean Queen, from Aspinwall.—[illegible] Francisco—G. R. Robinson, wife, [illegible] Swan, W. R. Hansen, C. Hamish, J. J. [illegible] daughter, Alex. Shivers, Alex. Rankin, [illegible] and wife, Mrs. M. Kalen, F. Brown, [illegible] man, Mrs. R. S. Hall, Mrs. F. [illegible] A. Kimball, [illegible] Rev. J. Murphy, A. Peterson and wife, Mrs. A. [illegible] Mrs. J. Parker, R. Weller, [illegible] and 4 children, R. R. Rodee, O. G. [illegible], J. W. [illegible] Mrs. M. Doyle and 2 children, Ed. [illegible] W. M. Irvin, [illegible] Ward, T. S. Plunkett, H. Sawyer, [illegible] Thompson, Aug. Buch and wife, L. [illegible] Chras Nelson, R. Bruce, S. Pernell, Richard [illegible] ert McLane, R. Clough, J. Dickenson, L. [illegible] Dickenson, A. Brien, H. C. Wait, R. Leon, [illegible] Baxter, J. G. Prine, J. Pane and [illegible] Mrs. M. Brennan and 2 children, [illegible] F. Quigley, Jane Cox and 2 children, F. H. Sheppard, [illegible] H. Brown, W. D. Lyons, A. Lynden, R. Lakeman, J. [illegible] dy, J. Harris, J. Moore, M. C. Corrin, M. Lamb, C. Brenman, W. Meyer, Mrs. Catlin and child, Mr. Rowe, Mr. Gordon, Mr. Sands, Mr. Hooper, C. W. Hawkins, A. A. S. Jordan and wife, John Buddie and wife, Mrs. C. L. Douglass, Mrs. Wilber and 2 children. From Aspinwall—Warren Ewen, wife, 2 children, and servant, Mrs. John Meiggs and two children, Mrs. Colburn, Miss F. Herrick, Miss K. Kissan, F. Steinhart, [illegible] J. C. Young, Th. Hinckley, Wm. McQueen, Thos. [illegible] D. R. Smith, Gustavo Gudhero, J. Barrados, C. [illegible] and Nephew, David Martin, Ben Parson, A. D. Campbell, John Frank, Wm. Langley, Jas. Stuart, Jno. F. [illegible] F. Lum, Alex Green, R. Lehne, P. F. Ott.

By the steam-ship City of Paris, from Liverpool.—R. L. Mix and lady, Miss M. Mix, Miss Rose Mix, Master Edward Mix, Mr. McHugh and Mrs. McHugh, Horatio G. Kuigh, Jas. Kiralfy, M. B. Kiralfy and wife, Miss E. M. Todd, Miss Harlow, H. H. Callighan, W. J. Gallagher, Mr. Gillent, Mrs. Gillent, John Halloway and wife and child, Mr. Chisola, Mrs. Chisola, W. H. Lent, wife, and 2 children, C. M. Vergnes and daughter, H. S. Humphrey and wife, D. B. Robinson, W. B. Wright, R. Stephens, D. [illegible] P. J. D. Herse, John O'Connor, A. Duffield, T. [illegible] Wm. W. Paderslcode, B. Teridall, A. Garrolly, [illegible] Myfler, A. J. Colgan, J. Larsendergen, A. Jackson, wife and child, M. Gourdeau and mother, Mr. [illegible] ment, wife and infant, D. Prrcell, Mr. McBride, G. W. Raynor, John Butler, Mdlle Bowl, Miss [illegible] S. S. Young, Julia Barrow, T. Brennan, Mrs. R. [illegible] Miss Mary Barrow, Miss R. Horn, R. L. Cutler, [illegible] Joes, R. Madden, Jno. Gingham, G. Leslie, Miss [illegible] G. W. Bryon, Master Gay, W. M. Smith, Mrs. Smith, [illegible] Tuth, W. H. Williams, R. Bolson, S. Barrow, Wm. Barrow, T. Barrow, S. Watts, C. F. Leedle, J. Jackson, [illegible] Regonny, M. Martin and brother, Miss L. Barrow, [illegible] Vardys, wife and 2 children, Allen McDonald, W. [illegible] Hastings, M. Rosenteim, J. Higgins, S. Leahy, H. J. [illegible] man.

In steam-ship Baltic, from Liverpool.—Peter Ray, Mrs. Caroline Ray, Hon. J. H. Tweedie, Jas. R. Hixon, Mr. Cator, Mr. Yasukawa, Mr. Takasaki, Mr. [illegible] R. J. Grainger, Mr. Lehman, D. Feredike, [illegible] bard, Mrs. Finney, S. C. Force, T. B. Sanders, [illegible] tle, Mr. Tuttle, Jr., Mrs. Tuttle, Miss Tuttle, Master Tuttle, Mr. Hodges, Mrs. Hodges, J. Harrold, James H. [illegible] Newberger, S. J. Golding, Mrs. Golding, Rev. Joseph Parker, D. D., Mrs. Parker, Capt. Philip Jackson, T. G. Stanton, Charles Clinch, John Sneddecer, Wm. [illegible] Henry T. Cox, W. L. Eaton, Mrs. Eaton, John D. [illegible] Elha Read, Thomas Haden Oakes, Wm. Hardisty, [illegible] Lawson, H. B. Brooks, Arnold Golds, A. Ackroyd, John Hay, Alfred Ogden, Miss Annie Ogden, [illegible] Perrin Blanchet.

In steam-ship City of Mexico, from Vera Cruz and Havana.—Wm. Porter, H. Bennett, Alex. M. Grant, [illegible] de Armas, Carlos Renea, R. Bouscart, M. Pedro y Raig, B. Balcells, Jose M. F. Morel, Antonio G. Alvarez, [illegible] Hernandes, Mrs. R. Gravo de Peralta, Pablo de Abajo, Chas. Rosa, Antonio Navarro, Alex. A. Hupe, John J. de Haven, M. Alegret, R. Presona, J. Tyrell, [illegible] Velez, H. Pauling and 2 sons, Andres Rivas, [illegible] A. Carnot, Edward Kenney, Mario Urrao y Lee, [illegible] Llorach and son, R. Caceres and lady, A. [illegible] Mrs. D. Gonsales, Kate Florence, Jas. Daykin, George Holsheimer, Pedro J. Merica.

In steam-ship H. Livingston, for Savannah.—Col. R. C. Anderson, Mayor of Savannah; R. H. C. Love, [illegible] Mackey, J. Bullard, Miss Brigham, Mrs. S. G. [illegible] Miss E. N. Morrell, Mrs. R. Lee, Jas. Marsh, C. Patterson, P. Sythoff and son, J. B. Boutelle, W. G. Sibley, J. [illegible] A. Bell, P. McGarity, P. T. Stevens, John Baddie, A. A. Brooks, Mrs. A. Bruswinger, Master Bruswinger, Edward C. Weeks and wife, Miss Faulkner, Rev. J. R. Love and wife and daughter, Miss E. L. Wilsey, H. Mc-Govern.

MINIATURE ALMANAC—THIS DAY.

Sun rises....4:59 | Sun sets......7:12 | Moon sets..12:[illegible]

HIGH WATER—THIS DAY.

Sandy Hook..3:15 | Gov. Island....4:04 | Hell Gate....5:[illegible]

MARINE INTELLIGENCE.

NEW-YORK......SUNDAY, Aug. 3.

ARRIVED.

Steam-ship Ocean Queen, Seabury, Aspinwall July 25, with mdse. and passengers to the Pacific Mail Steam-ship Co. July 28, A. L. Jordan died at sea; Aug. 2, passed brig Caroline, of St. John.

Steam-ship H. Livingston, Mallory, Savannah July 31, with mdse. and passengers to Wm. R. Garrison.

Steam-ship City of Austin, Eldridge, Galveston July 27, and Key West 30th, with mdse. and passengers to C. H. Mallory & Co.

Steam-ship City of Paris, (Br.,) Gibbits, Liverpool July 24, via Queenstown 25th, with mdse. and passengers to John D. Gale.

Steam-ship City of Mexico, Sherwood, Vera Cruz July 22, Progreso 25th, and Havana 29, with mdse. and passengers to F. Alexandre & Sons.

Steam-ship Baltic, (Br.,) Kennedy, Liverpool July 24, and Queenstown 25th, with mdse. and passengers to R. G. Cortis.

Steam-ship Royal Standard, (Br.,) Kirby, Barrow July 14, with railway iron to Charles Congreve & Sons. Vessel to Funch, Edye & Co.

Steam-ship John Gibson, Winters, Georgetown, D. C., with mdse. and passengers to J. C. Kenyon.

Ship City of Lucknow, (of Glasgow,) Watson, Calcutta and Sand Heads April 22, with mdse. to J. D. Wood & Co.—vessel to Henderson Bros.

Bark St. Anna & Maria, (Ital.,) Martin, Trieste 60 ds., with mdse. to order.

Bark Peppino Mignano, (Ital.,) di Martino, Reggio 60 ds., with minerals to order. July 11, lat. 37 54 N., lon. 38 25 W., exchanged signals with ship Scotia, bound E.

Bark Domarchi, (Ital.,) Nari, Trapani 58 ds., with salt to Jas. W. Elwell & Co.

Bark Virginia, (Ital.,) Nenciola, Cardiff 48 ds., with railway iron to order—vessel to Slocovich & Co.

Bark Toni C., (Aust.,) Costantino, Girgenti 52 ds., with sulphur to order—vessel to Slocovich & Co.

Bark Aster, (Norw.,) Falck, Leghorn 54 ds., with marble to Fabbri & Chauncey—vessel to Tetens & Bockmann.

Bark E. A. Cochran, (of Philadelphia,) from Cardenas, is anchored off the Highlands.

Bark Porfirio di Martino, (Ital.,) Septano, Catania 72 ds., with mdse. to order—vessel to Slocovich & Co.

Bark Martin W. Brett, (of New-York,) Pillsbury, Cardenas 11 ds., with 696 hogsheads sugar to Deniard, Morgan & Co.—vessel to Brett, Son & Co.

Brig Altaveta, Field, Humocoa 13 ds., with sugar to J. V. Ordavis & Co.—vessel to Walsh, Field & Way.

Brig Amelia, ——, Providence.

Brig Manjucich, (Span.,) Riores, Havana 10 ds., in ballast to Charles Marti.

Brig Caronde, (Ital.,) Caliero, Port Sanders, France, 60 ds., with wine to A. Merian & Co.—vessel to Funch, Edye & Co.

Brig Ascolta, (Ital.,) Marciani, London 54 ds., with chalk and cement to order—vessel to Slocovich & Co.

Schr. Stephen Morgan, Van Cleef, Georgetown, D. C.

Schr. A. J. Bentley, Robinson, Georgetown, D. C., for New-Haven.

Schr. H. G. Hand, Bishop, Jacksonville 8 ds., with yellow pine to Gilbert Hunter & Co.—vessel to Squire & Thornton.

Schr. Oakes Ames, Edwards, Alexandria, Va.

Schr. S. P. Hall, Chipman, Brunswick, Ga., 6 ds., with yellow pine to Russell & Co.—vessel to R. P. Buck & Co.

Schr. L. Warren, Roberts, Newbern, N. C., 4 ds., with naval stores to Abraham Roundtree.

Schr. Amos Falkinburg, Rockett, Providence, for Rondout.

Schr. M. D. Mangam, Chase, New-Bedford.

Schr. John Stockham, Hart, Providence.

Schr. Henry Cate, Chadwick, Pawtucket, for Elizabethport.

Schr. Empire, Jones, Providence, for Elizabethport.

Schr. F. F. Randolph, Steelman, Providence for Rondout.

Schr. Tryplunia, Dottridge, Lynn.

Schr. Mudine, Emmons, Portland, Conn.

Schr. Bonny. Ives, Rendell, Portland, Me., with lumber to order.

Schr. Martha Weeks, Smith, Ellsworth, with lumber to order.

Schr. James Nickerson, Sleight, Baltimore, for Poughkeepsie.

Schr. Pandora, Hobbs, Virginia.

Schr. Wake, Gandy, Georgetown, D. C., for Norwalk.

Schr. J. V. Darger, Nelson, from Virginia.

Schr. J. M. Richards, Irwin, Georgetown, D. C.

Schr. Idaho, Crocheron, Maryland.

Schr. Belle Halliday, King, Alexandria.

Schr. J. P. Williams, Newbury, Georgetown, D. C.

Schr. J. A. Thayer, Watson, Virginia.

Schr. Potosi, (of N. Y.,) Jackson, Vera Cruz, 26 ds., with cedar, &c., to Moller & Thebaud.

Schr. Lizzie R., (of St. John, N. B.,) Starrel, Cienfuegos 23 ds., with 316 hhds., 30 tcs. sugar, and 30 hhds. molasses to Jova & Co.—vessel to J. S. Winchester.

Schr. R. L. Tay, Brown, Portsmouth, N. H.

Schr. Kioka, Look, Portsmouth, N. H.

Schr. Nellie Grant, Horton, Lynn.

Schr. Abby Weld, Eaton, Pawtucket.

Schr. Tillie E. Smith, Smith, Dighton.

Schr. Hickman, Small, Boston.

Schr. Eagle, Chase, Wickford.

Schr. New-Zeland, Haskell, Salem.

Schr. Experdilt, Rockett, Fall River.

BY TELEGRAPH.

BOSTON, Aug. 3.—Arr. ship Lydia Scofield, from New-York; bark A. Seelia, from Smyrna; brigs John Aviles, from Burnam; Abby Ellen, from Baltimore; schrs. C. R. Scamonell, from Cardenas; Altoona, from Pensacola.

CHARLESTON, S. C., Aug. 3.—Arr. brig Wm. H. Parks, from Philadelphia. Sld. steamer Flag, for Boston; schr. James Walsh, for New-Haven.

HAVANA, Aug. 3.—Steamer Cuba, from New-York, arr. here yesterday morning.

SAVANNAH, Ga., Aug. 3.—Arr. steamer Rodina, from New-York. Sld. schrs. Curtis Tilton, for Chester, Penn.; Sarah Potter, for Bath; bark Contest, for Montevideo.

SPOKEN, &c.

By ship City of Lucknow, June 1, lat. 23 S., lon. 54 E., spoke bark Kingdom, (of Fife,) from Cochin for London; June 8, lat. 29 S., lon. 40 E., ship Isles of the South, from Adelaide for London, 57 ds. out; June 26, lat. 26 S., lon. 6 30 E., bark Mentor, (Fr.,) from Madras for Marseilles, 74 ds. out; July 8, lat. 3 S., lon. 23 W., bark Dunvegan, (Br.,) from Bangkok for ——, 126 ds. out; July 14, lat. 6 30 N., lon. 32 22 W., ship Dundillian, (Br.,) from San Francisco, for Queenstown.

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No. 10 [illegible]